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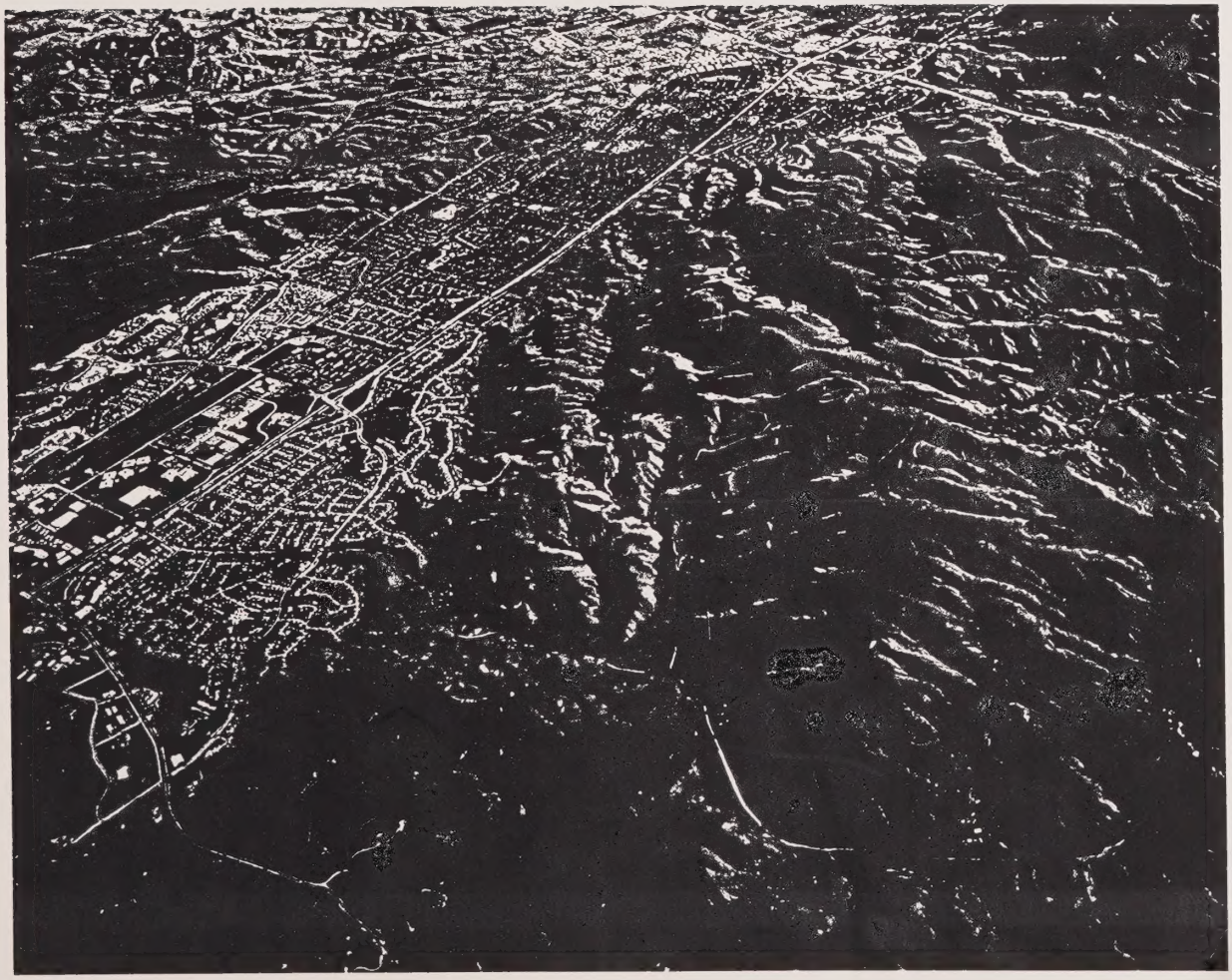
SPECIFIC PLAN *Westside San Ramon*

November 1989



City of San Ramon

SPECIFIC PLAN

Westside San Ramon

November 1989

City of San Ramon

TABLE OF CONTENTS | *Westside Specific Plan*

CHAPTER 1 *Introduction and Background*

Purpose of the Specific Plan 1
Scope and Organization of the Plan 1
Planning Process 2
Site Location and Role within the City 2
Westside Planning Subareas 4
Ownership and Easements 6

FIGURE 1.1 *Site Context* 3
FIGURE 1.2 *Planning Subareas* 4
FIGURE 1.3 *Property Ownership* 5

CHAPTER 2 *Plan Summary*

Description of Overall Plan Concepts 7
Principal Features of the Plan 7

CHAPTER 3 *Specific Plan Goals and Objectives*

Primary Goal 13
Supporting Goals and Objectives 13

CHAPTER 4 *Land Use and Housing*

Land Use Policy Context 15
Demographic Context 15
Market Context 15
Description of Land Use 16
Land Use Plan Policies 20

FIGURE 4.1 *Land Use Plan* 17
TABLE 4.1 *Estimated Residential Units by Subarea* 18
FIGURE 4.2 *Illustrative Plan* 19

CHAPTER 5 *Circulation*

Existing Context 21
Transportation Policies 21
Circulation Improvements 22
San Ramon Valley Boulevard Widening 24
Norris Canyon Road Widening 26
Intersection Levels of Service 26
Internal Roadway System 26

FIGURE 5.1 *Circulation Plan* 23
FIGURE 5.2 *Schematic Plan for Hook Ramps at Alcosta Boulevard* 24
FIGURE 5.3 *Illustrative Sections — San Ramon Valley Boulevard* 25
FIGURE 5.4 *Illustrative Section — Norris Canyon Road* 27
FIGURE 5.5 *Illustrative Section — San Ramon Valley Boulevard Collector* 28
FIGURE 5.6 *Illustrative Section — Norris Canyon Boulevard Collector* 28
FIGURE 5.7 *Illustrative Sections and Plans — Norris Canyon Entry Road* 29
FIGURE 5.8 *Bicycle/Transit Plan* 30

CHAPTER 6 *Open Space and Conservation*

Background 31
Biotic Communities 31
Open Space Areas 32
Conservation Concepts 32
Conservation/Open Space Policies 34

FIGURE 6.1 *Environmental Constraints Synthesis* 33
FIGURE 6.2 *Conservation and Open Space* 35

CHAPTER 7 *Community Design*

The Design Challenge 39
Hillside Design Precedents 39
Community Design Concept 39
Community Design Policies 41
Development Standards 47
Design Review Procedures 48

FIGURE 7.1 *Community Design Plan* 40
FIGURE 7.2 *Hillside Design Guidelines: San Ramon Valley Boulevard Area — Attached Single Family* 43
FIGURE 7.3 *Hillside Design Guidelines: San Ramon Valley Boulevard Area — Detached Single Family* 44
FIGURE 7.4 *Alternative Wall Treatments* 45
FIGURE 7.5 *Hillside Design Guidelines: Norris Canyon Boulevard Area — Detached Single Family* 46

FIGURE 7.6 *Standard Single Family Lot* **47**
FIGURE 7.7 *Medium Single Family Lot* **47**
FIGURE 7.8 *Large Single Family Lots* **47**
FIGURE 7.9 *Hillside Building Forms* **49**

CHAPTER 8 *Public Services and Utilities*

Sanitary Sewer **51**
Water **53**
Police and Fire Protection **54**
Public Schools **54**
Energy, Telephone, Cable Television **55**
Public Services Policies **55**

FIGURE 8.1 *Existing Sewer Services* **52**
FIGURE 8.2 *Existing Water and Fire Services* **53**
FIGURE 8.3 *Utility Services Plan* **55**

CHAPTER 9 *Hydrology*

Introduction **57**
Drainage Concept **57**
Policies **59**
Implementation **61**

FIGURE 9.1 *Drainage Plan* **58**

CHAPTER 10 *Geology Safety*

Geologic Setting **63**
Purpose of Element **63**
Policies **63**

FIGURE 10.1 *Geologic Constraints* **64**

CHAPTER 11 *Implementation*

Purpose of Element **67**
Regulatory Changes **67**
Review and Permitting Procedures **67**
Financing Planned Improvements **67**
Development Impact Fees **68**
Monitoring and Maintenance **68**
Development Phasing **70**
Next Steps **72**

TABLE 11.1 *Development Costs* **69**
FIGURE 11.1 *Phasing Priority* **71**
TABLE 11.2 *Steps in Iimplementing the Westside Specific Plan* **72**

CHAPTER 12 *Consistency with Existing City Policies*

Relationship to the General Plan **75**
Resource Conservation Overlay District **78**

FIGURE 12.1 *San Ramon General Plan* **76**

APPENDIX *Westside Design Guidelines*

Grading **79**
Building Design **80**
Streets **81**
Landscape **81**
Walls **82**
Fences **83**

Acknowledgements **84**

CHAPTER 1 | *Introduction and Background*

Purpose of the Specific Plan

The Westside Specific Plan represents an effort conducted over approximately a year and a half to prepare a plan for the future conservation and development of approximately 3,300 acres of predominantly open hillside at the gateway to the City of San Ramon. The Plan has been prepared in an attempt to address numerous issues and concerns which have arisen over the past few years since adoption of the San Ramon General Plan and the Resource Conservation Overlay District. It is intended to establish in more specific terms the nature, character and location of activities and development; to guide the orderly growth of the Westside; and to provide the basis for future implementing actions, including incorporation of portions of the site presently in the City's Sphere of Influence, extension of necessary utilities and services, and processing of development applications. The implementation of the Specific Plan will involve modification of City zoning, commitments to public and private improvements, and to development plans consistent with Specific Plan policies and design guidelines.

Upon the preliminary review of the alternatives and as a result of two joint Planning Commission-City Council public hearings, a recommended concept was selected and refined. The Westside Specific Plan and the Program EIR were prepared and revised as a result of public meetings with the Planning Commission and City Council. The City Council certified the Program EIR by Resolution No. 89-189 and adopted the Westside Specific Plan by Resolution No. 89-190 on October 31, 1989. By its adoption, the Specific Plan serves to amend and implement the City's General Plan for this area. The Westside has been rezoned consistent with the Specific Plan and implemented by Ordinance 172, which was adopted by the City Council on November 14, 1989.

Scope and Organization of the Plan

The San Ramon General Plan (1986) calls for the preparation of a Specific Plan in three locations of the Planning Area which will experience the greatest changes: the Downtown area, Dougherty Valley, as well as the Westside. According to the General Plan, a Specific Plan is required for the Westside prior to consideration of development or zoning proposals (Section 2.4.H).

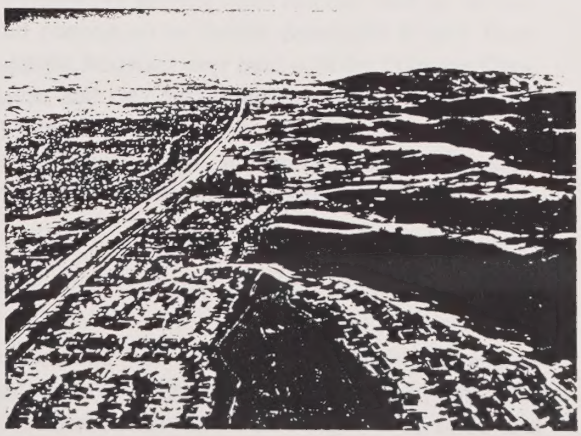
As required under California law (Government Code Section 65451 et. seq.), a Specific Plan is to contain:

(a) ...a text and diagram or diagrams which specify all of the following in detail:

(1) The distribution, location and extent of the uses of land, including open space, within the area covered by the plan.

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed and standards for the con-



View of Westside looking south along San Ramon Valley Boulevard.

servation, development and utilization of natural resources, where applicable.

(4) A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out paragraphs 1, 2 and 3 above.

(b) ...a statement of the relationship of the Specific Plan with the General Plan.

The specific planning process creates the opportunity to plan for a site comprehensively, as well as on the basis of more specific information than possible in a general plan or ordinance. A general plan is, by its nature, broad based, and is unlikely to address site-specific issues in great detail. On the other hand, an ordinance promulgates specific rules to be applied generically within a community and, therefore, seldom addresses the unique conditions and problems of a particular area or district in great depth. In contrast, a specific plan provides a forum for community input and discussion on specific issues and more detailed potential solutions. For a highly constrained site such as the Westside, it creates the vehicle for further examination of the implications of growth and development.

The Westside Specific Plan is organized into nine elements: Land Use and Housing, Circulation, Open Space and Conservation, Community Design, Public Services and Utilities, Hydrology, Geologic Safety, Implementation, and Consistency with Existing Policies. Each element includes background information, description of the plan concept, and proposed objectives and policies. Additionally, illustrations are provided to further indicate plan policies. Given the general scale of the illustrations in contrast with the detailed scale at which plan policies must be applied, the figures are illustrative and are not meant to be literally applied to specific development projects. When such projects are submitted to the City for review, these figures will be used to guide the application of the Plan's policies to the project. However, the Plan recognizes that a specific development project may show a physical design which varies from that shown by a given illustration but which still conforms to the policies. Similarly, the Land Use Plan map is not meant to be literally applied to specific development projects. Reasonable, contiguous adjustments in the boundaries or areas of designated uses on the Land Use map may be allowed, provided that the City determines that a specific development project still conforms to the objectives and policies of this Plan.

View from Westside to the San Ramon Valley and Bishop Ranch.

Planning Process

The planning process for the Westside has followed a series of steps, leading from the identification of opportunities and constraints, and including the definition and review of development and conservation strategies and planning alternatives, to the selection and refinement of a concept for the site and preparation of this Specific Plan, separately accompanied by the Program EIR.

Public involvement in the planning process included four public workshops at key points in the planning process: in the initial stages of the planning, to address concerns and identify some preliminary objectives; to review opportunities and constraints and confirm basic data; to consider the alternative development strategies; and to present the proposed design guidelines and development standards. Two joint public hearings with the City Council and Planning Commission were held for purposes of gaining input and direction on the preferred concept to be further developed in plan form. Six public hearings were held with the Planning Commission and two public hearings were held with the City Council as part of the plan adoption and environmental review process. Implementation of the Specific Plan is described in greater detail in Chapter 11.

Site Location and Role within the City

The Westside San Ramon planning area encompasses approximately 3,300 acres of predominantly unincorporated and undeveloped land adjacent to I-680 and San Ramon Valley Boulevard from Alcosta Boulevard on the south to Norris Canyon Road on the north

FIGURE 1.1

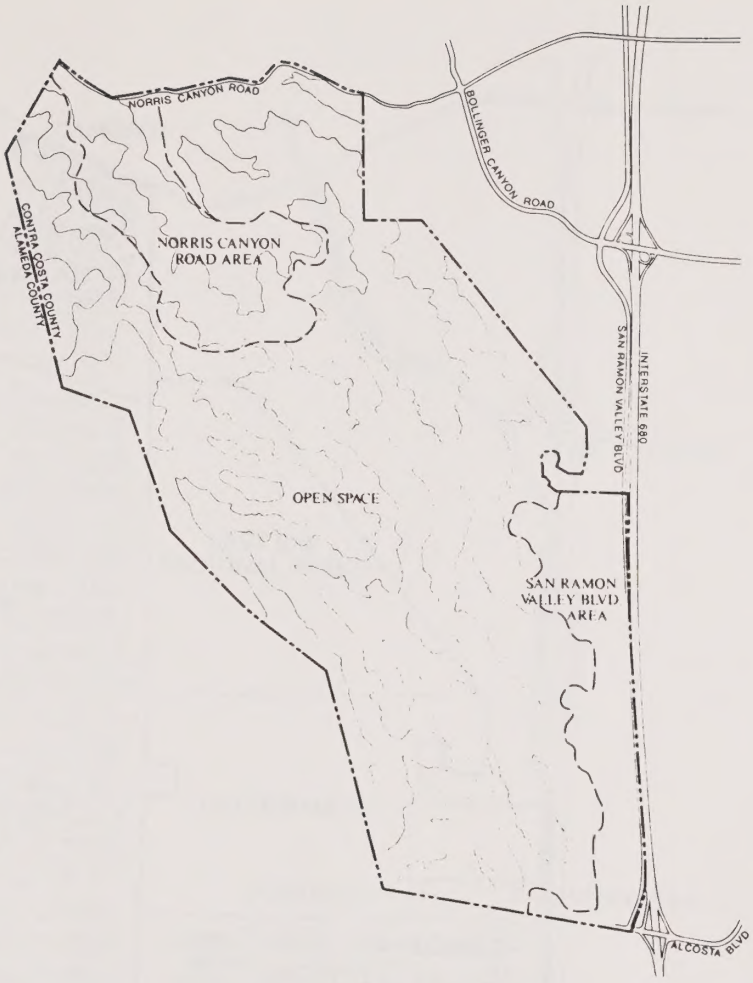
Site Context

and the Alameda County line on the west (see Figure 1.1). The site extends to peaks 1,400 feet above the valley floor in a series of parallel north-south trending ridges and deeply incised valleys and is ribboned in myriad streams and creeks, most of which are ephemeral in nature. The Westside is characteristic of a California foothills environment with more than 100 years of continuous cattle grazing.

Today, the area continues to be used primarily for cattle grazing, although some institutional (church) uses are located along San Ramon Valley Boulevard. Only a small portion of the site is within City limits, and the remaining portion is within the City's Sphere of Influence. In addition, only a small area is currently served by utility districts, and most of the site is outside the ultimate service boundaries of the East Bay Municipal Utility District.

The San Ramon Valley has been rapidly growing since the 1960's. In San Ramon, most of the developed areas are located on the valley floor and are beginning to extend up the slopes of the east side and into the Dougherty Valley. While there are large areas (approximately 12,000 acres) that have yet to be developed in the City and its Sphere, much of the existing character of the City comes from projects planned and approved before incorporation. Compared

FIGURE 1.2
Planning Subareas



to other suburban communities, San Ramon has an extremely high employment base, as a result of the Bishop Ranch office business park. Planned expansion of Bishop Ranch is expected to generate some 28,000 employees at buildout in 1998; nearby Hacienda Business Park will generate an even higher number of employees. The Westside and other undeveloped lands within the City thus present a unique opportunity to provide housing in close proximity to jobs.

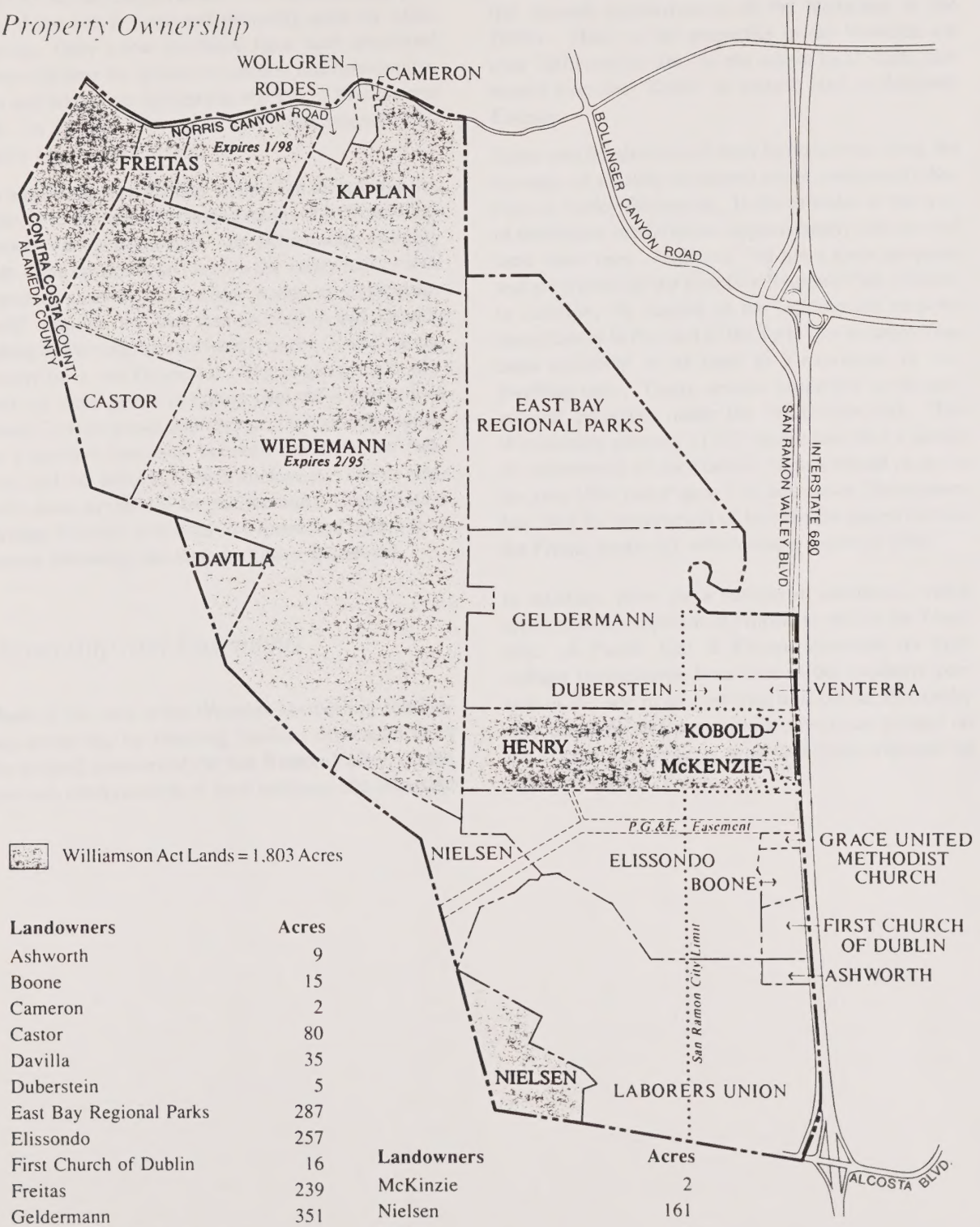
Westside Planning Subareas

To facilitate the planning process and to focus more on site-related issues, the Westside has been divided into three major subareas: the San Ramon Valley Boulevard area, the Norris Canyon Road area, and the remaining open space, which are shown on Figure 1.2. The subareas relate to geophysical characteristics of the natural landscape. Their boundaries generally break at ridges, and they encompass areas with generally similar characteristics. The San Ramon Valley Boulevard and Norris Canyon Road areas are "tributary" to adjacent roads, and the remaining open space area includes the major portion of the site comprised of steep slopes, ridgelines and creek valleys.

The Specific Plan provides for development within two discrete areas of the Westside, each with its own unique characteristics and implications on visual resources and urban design. The Norris Canyon Road area encompasses the larger San Catanio Valley adjacent to a rural road bisecting a narrow canyon. It is a steep site, with numerous creeks and valleys and, although relatively close to the City, it is contained on all sides by ridges and has a feeling of remoteness and isolation from surrounding suburban areas. The relatively few number of houses in this area are located

FIGURE 1.3

Property Ownership



Landowners	Acres
Ashworth	9
Boone	15
Cameron	2
Castor	80
Davilla	35
Duberstein	5
East Bay Regional Parks	287
Elissondo	257
First Church of Dublin	16
Freitas	239
Geldermann	351
Grace United Methodist Church	3
Henry	196
Kaplan	187
Kobold	2
Laborer's Union	426

Landowners	Acres
McKinzie	2
Nielsen	161
Rodes	15
Venterra	18
Wiedemann	1,021
Wollgren	7
Total Acres	**3,334**

close to Norris Canyon Road, and the remaining portion of the site is open and primarily used for cattle grazing. Only a few dirt roads have been developed within the area for access to ranches and communication and television facilities at the top of Wiedemann Hill. In addition, fire roads have been extended primarily along the ridgelines.

In contrast, the San Ramon Valley Boulevard area lies adjacent to the heavily traveled routes of I-680 and San Ramon Valley Boulevard. Its tremendous visibility from these corridors and across the valley makes it an important gateway to the City. It creates a landscape "wall" framing the San Ramon Valley and visually linking to the ridge known locally as the "Knife" (at the County line); see Figure 1.2. Slopes along the boulevard are more gentle in nature than those adjacent to Norris Canyon Road, and they provide an opportunity for a positive transition between the town, the freeway, and the hillsides which enclose it. The developable area, as defined by the Resource Conservation Overlay District, is limited to a linear and intermittent pattern following San Ramon Valley Boulevard.

Ownership and Easements

Much of the land in the Westside has been in continuous ownership by ranching families descended from the original pioneers of the San Ramon Valley. In the size and configuration of land holdings, the Westside recalls the extensive land grant ranches dating from the Spanish secularization of the landscape in the 1800's. Many of the properties in the Westside are over 200 acres in size, do not adjoin local roads, and extend over the "Knife" to include land in Alameda County.

Some smaller division of land has occurred along the frontage of existing improved roads, particularly San Ramon Valley Boulevard. In the hillsides to the west of developed subdivisions, approximately 300 acres of land have been dedicated for open space purposes and are owned by the East Bay Regional Park District. In addition, the portion of the Geldermann property immediately to the west of the Twin Creeks project has been restricted in its deed to a maximum of five dwelling units. Today, several properties are in agricultural preserves under the Williamson Act. The Wiedemann property (1,021 acres) has filed a notice of nonrenewal of the contract, which would occur in the year 1995 (see Figure 1.3), and Susan Christiansen has filed for nonrenewal of her 91-acre parcel (within the Freitas property), which would expire in 1998.

In addition, there are a number of easements which affect the development of properties within the Westside. A Pacific Gas & Electric easement for high voltage transmission lines crosses the southerly portion of the site in an east-west axis on the Elissondo/Ove property, and transmission towers are located on the Wiedemann property with underground easements to Norris Canyon Road.

CHAPTER 2 | *Plan Summary*

Description of Overall Plan Concepts

The Westside Specific Plan emphasizes the preservation of the majority of the planning area in open space that serves as a visual resource to the entire community, is accessible to the general public through recreational trails, and is managed over the long term for both enhanced productivity and environmental quality.

The Westside Specific Plan concentrates development primarily within areas adjacent to existing roads, and the type and character of development reflects the unique qualities of each of these two distinct areas. In the more visible San Ramon Valley Boulevard area, gateway qualities are emphasized and an open, welcoming community encouraged, with a positive relationship to the existing community and the high ridges and steep hillsides to the west. In the rugged terrain of the Norris Canyon area, the emphasis of the Plan is placed on the creative integration of buildings with the site and the establishment of a high quality hillside community. In contrast to the San Ramon Valley Boulevard area, where development is concentrated along the road, most of the development in the Norris Canyon Road area is kept back from the main road to maintain the rural feeling of this area.

The balance of the site is to be maintained as open space. Recreational and fire trails connect the open space with developed areas. A limited amount of development (1 dwelling unit per 200 acres) would be permitted off of existing roads and a rustic conference center/camp facility is planned in the Koopman Canyon area. An emphasis on the proper management of the open space is made in the Specific Plan, as well as the creation of attractive transitions between developed and undeveloped areas.

Principal Features of the Plan

The following summarizes some of the key features of the Westside Specific Plan:

Resource Conservation

- Roughly 85 percent of the Westside planning area (or approximately 2,700 acres) is to remain open and undeveloped, because of its inherent scenic and natural qualities.

- A limited amount of development (1 dwelling unit per 200 acres) will be allowed in open space areas off of existing roads.

- With the exception of approximately 300 acres of land within the East Bay Regional Park District's Bishop Ranch Open Space, the undeveloped lands are expected to remain primarily in private ownership and managed as open space, with agricultural and recreational activities allowed. General guidelines for environmental management, which specify stocking levels, planting programs and periodic surveying of range management practices, are incorporated with the Specific Plan. These guidelines further address the relationship of developed areas to the open space areas in order to minimize potential conflicts between users.

- The most heavily vegetated portion of Big Canyon, which is currently in private ownership, could be set aside as a nature preserve, allowing no grazing or development, and with carefully controlled public access. The creation of this nature preserve would require the active participation and cooperation of these private property owners.

- A rustic conference center or camp may be developed in a portion of Koopman Canyon in an area already accessible by existing roads.

- Regional recreational trails will be established and maintained under special easements by the East Bay Regional Park District or other appropriate public agency, and will connect parks, recreational areas and developed areas with the regional open space system.

- A recreational trail along San Catanio Creek will also be developed by the City, consistent with existing City policies.

- Fire trails will be maintained to provide access throughout the area for fire vehicles and prevention activities, and grazing encouraged to give protection against fire. The Plan also provides for a fire station north of Pine Valley Road, to give direct access to the Westside area and better serve the surrounding community.

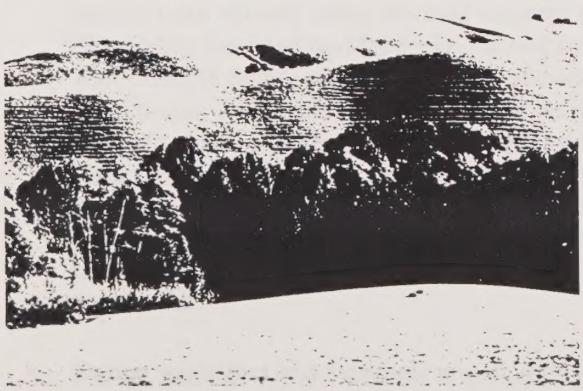
- The open space will be managed in such a way as to minimize erosion and potential hazards, to protect and enhance wildlife values, and to encourage public access to resources in selected locations.

- The majority of ridgelines and stream corridors will be preserved, and steep slopes (over twenty percent) visible from San Ramon Valley Boulevard will remain primarily undeveloped. More than half of approximately 500 developed acres are in areas not currently considered developable under the Resource Conservation Overlay District. These primarily include development in slopes over 20 percent, a portion of the cross valley ridge and major ridge setback area, and approximately one-half mile of creek(s) within the Norris Canyon Road area, out of view of San Ramon Valley Boulevard.

- Large-scale grading (cut and fill) and possible reconfiguring of ridges and reconstruction of stream corridors may be permitted, primarily in the Norris Canyon Road area, if in conformance with specific hillside design guidelines, visibility and geologic safety considerations, and contingent upon detailed review of development plans for design purposes by the Planning Commission.

- Off-site surface water runoff will not exceed existing conditions, nor will development increase off-site flood hazards.

- Approaches to conservation of water resources are encouraged by limiting irrigated areas, encouraging drought-tolerant plantings, dual water systems, and other water conservation measures.



Steep hills and creek valleys define the Westside landscape.

Image and Identity

- The predominant open space identity of the Westside landscape will be preserved, and development will be concentrated in approximately 15 percent of the overall planning area.

- Development in the Norris Canyon Road area will be primarily located away from the road and adjacent to the cross valley ridge, which may be graded down in order to conceal it from view of San Ramon Valley Boulevard. The adjacent creek valley to the north of the ridge may be filled and slopes reconfigured to appear as attractive and natural as possible.

- Development will be primarily confined to slopes less than 20 percent in the San Ramon Valley Boulevard area and a portion of the Norris Canyon Road area, and the development pattern defined by a series of open spaces and parks extending to agricultural open spaces to the west and by landscaped setback areas along the road.

- A minimal amount of woodland is removed to accommodate development as shown in the illustrative site plan for the San Ramon Valley Boulevard area. In general, removed woodland areas would be replaced at least at the 1.5 to 1 ratio described in the General Plan, and removed riparian vegetation replaced at a 3 to 1 ratio.

Housing

- An estimated 1,289 dwelling units are assumed in the Plan.

- Of the residential units, approximately 900 units would be single-family units, 175 would be multi-

family, and 200 (as a base) would be senior housing. Approximately 14 dwelling units are permitted in the open space area.

- With the exception of senior housing and the residential uses immediately adjacent to Norris Canyon Road, the estimated number of units are lower than provided for under the San Ramon General Plan, which specifies a total of 2,750 units. The number of units assumed in the Specific Plan has been reduced by approximately 1,461.

- A variety of different types of housing is encouraged, with densities ranging from less than 3 dwelling units per net acre in the Norris Canyon Road development area to approximately 22 dwelling units per net acre for senior housing. Residential densities within the San Ramon Valley Boulevard development area average approximately 7 dwelling units per net acre, or 6 dwelling units per net acre not considering the senior housing. Gross density for the entire Westside planning area is less than .5 dwelling units per acre. With an overall site size of 5 square miles, this would amount to an average of roughly 680 people per square mile.

- In the Norris Canyon Road area, large lot, single-family housing is encouraged, with a minimum lot size of 15,000 square feet (and a minimum lot size of 20,000 square feet in extremely steep or complicated cross-slope areas). To encourage neighborhood diversity and take advantage of site opportunities, up to 20 percent of the total number of units in this area may be allowed, if developed in clusters and in suitable areas, with a minimum lot size of 7,000 square feet.

- In the San Ramon Valley Boulevard area, higher densities are allowed along the road adjacent to Pine Valley Road and near the senior housing site, with multiple family (townhouse) units allowed. A minimum 7,000 square foot lot would be required for detached housing adjacent to San Ramon Valley Boulevard. Larger single-family lots are located in upland areas to the west of Road "A" for a better transition to the open space and are provided for at a minimum lot size of 10,000 square feet.

- Design guidelines and standards are set forth to encourage the highest quality residential environment that responds to the constraints inherent in the natural landscape. These guidelines, which are described in the accompanying Appendix, address issues related to grading, site design, building height, massing and character, landscape transitions and planting, treatment of walls and fences, and character of entries, streets and parking areas.

The Westside has been in cattle grazing for over one hundred years.

Other Uses

- The Plan also provides for approximately 110,000 square feet of retail uses adjacent to Alcosta Boulevard with access to the improved interchange.

- Public and semi-public uses (the area of the Laborer's Camp facility, the potential conference center/camp site and the fire station) and other institutional uses, including educational and health-related facilities as well as churches and cemeteries, would be allowed on a conditional use basis throughout the San Ramon Valley Boulevard area.

- The Plan provides for approximately 36 acres of parks. Two parks, amounting to approximately 7 acres, are shown for the Norris Canyon Road area, and four parks (approximately 29 acres) are shown adjacent to San Ramon Valley Boulevard. Connections to regional open space from residential neighborhoods and parks will be from publicly owned and maintained trails, for which staging areas will be provided in park areas only.

- The Plan provides for a new fire station in the vicinity of Pine Valley Road.

The rural character of Norris Canyon Road will be maintained, and development set back a miminum of 100 feet.

Circulation

- A hierarchy of streetscape improvements is included to serve future needs of the Westside as well as the surrounding community. These include a four-lane arterial on San Ramon Valley Boulevard; a two-lane collector along Norris Canyon Road; primary and secondary hillside roads, and all-weather access roads giving limited access to the interior of the site.

- San Ramon Valley Boulevard is widened to a right-of-way dimension of 124 feet, with four lanes and a broad (40-foot wide) landscaped median, allowing ultimate expansion to six lanes. Roadway widening is assumed to occur toward the west, to avoid potentially projecting into Caltrans' right-of-way for I-680.

- Norris Canyon Road is widened to a pavement width of 34 feet to reflect current standards for lane width and to accommodate emergency parking and bikeways. A right-of-way of from 84 to 96 feet will accommodate future expansion to four lanes (with widening assumed to the north).

- Design guidelines are set forth for hillside streets, with more narrow than standard widths and slopes of up to 20 percent to minimize the need for potential grading. Guidelines have been developed to address the siting, landscaping and general character of streets within the Westside.

- Improvements to the Alcosta interchange are planned, but the final design of these improvements would need to be made upon completion of the Caltrans Project Study Report (PSR) and environmental review process.

- Signalized intersections are provided along San Ramon Valley Boulevard at Alcosta, the Alcosta interchange ramp improvements, Pine Valley Road and Montevideo Drive. On Norris Canyon Road, left hand turn pockets would be provided at the two major entries to the developed areas.

Parks and Open Space

- Approximately 36 acres of parkland are included in the Plan, with approximately 7 acres in the Norris Canyon Road area and 29 acres in the San Ramon Valley Boulevard area.

- A rustic conference center, which may be privately owned, would serve as a community facility of a recreational nature.

- A trail system would be developed and maintained by the East Bay Regional Park District or other public agency to connect parks and open spaces to the regional trail at the Las Trampas Ridge.

- Open space would be privately owned and maintained and primarily used for grazing. Dwellings built in the open space area would only be permitted in locations that conform to RCOD requirements (unless located in ridge setback areas not visible from San Ramon Valley Boulevard) and

Trails would take advantage of panoramic views from ridgelines.

where they could be served by existing roads. Residences would need to be self sufficient in terms of water and sewer services (i.e., wells and septic tanks or community leachfields).

- A nature preserve in a portion of Big Canyon would have limited public access and would be protected from encroachment by people, domestic animals and livestock.

- Common open space would be set aside and maintained as visual easements connecting the San Ramon Valley Boulevard area to the western undeveloped hillsides. In the Norris Canyon Road area, common open spaces would protect much of the viewshed from the road and would include stream corridors. In the San Ramon Valley Boulevard area, flexibility in RCOD requirements may be considered if significant increases in viewshed corridors to the upland hills are provided.

Utility Service

- Development in the Norris Canyon Road area would require major infrastructural improvements in terms of sewer and water extensions and water storage tanks (every 200-foot elevation above 650-foot elevation as required by East Bay Municipal Utility District). This area is currently outside the boundaries of existing service districts and would require service annexation. In order to implement the Westside Specific Plan, the City of San Ramon will actively support these required service annexations.

A major PG&E easement traverses the site from east to west.

Development in the open space area would be only allowed off of existing roads.

- Much of the San Ramon Valley Boulevard area is already within water and sewer service districts and can be more easily served, but utility extensions to specific sites are required.

- In the Norris Canyon Road area, the City will pursue annexation to the East Bay Municipal Utility District as the provider of water service to the site.

Noise and Safety

- A careful review will be made by qualified professional engineers prior to the approval of any proposed development or land alteration within the Alquist-Priolo zone in the vicinity of the Calaveras faultline and in other geologically sensitive areas to ensure that the health, safety and welfare of residents are protected as development occurs.

- All uses will conform to any and all federal, state and local statutes, codes, ordinances, rules and regulations governing the health, safety and welfare of the public.

- Particularly along San Ramon Valley Boulevard, where noise levels are high, creative solutions to noise mitigation are encouraged.

- A minimum 20-foot setback with a 30-foot average width is provided along the west side of San Ramon Valley Boulevard, in order to accommodate noise mitigations that do not rely on sound walls and steep berms.

- The highest standards of professional care will be followed in grading and development of the Westside, particularly on or near active earthquake faults, landslide prone areas, other geologically unstable soils, and areas of potential fire hazard.

- Fire trails will be maintained to give access to the interior of the Westside, and provision is made for a new fire station along San Ramon Valley Boulevard.

- Two means of access and egress to major roads would be provided in development areas.

Implementation

- Phasing of development would occur according to accessibility, service availability, annexation, and cancellation of Williamson Act contracts.

- Development in the Westside may precede the implementation of the Alcosta interchange improvements.

- A public finance program may be established in the San Ramon Valley Boulevard area to implement improvements.

CHAPTER 3 | Specific Plan Goals and Objectives

Primary Goal

The overall goal for the Westside is to preserve the open space character of the area and, at the same time, create a high quality, attractive community of lasting value which enhances the unique visual and scenic qualities of the area and links regional and local-serving recreational areas within a larger open space system.

Supporting Goals and Objectives

Environmental Preservation

The majority of the Westside should remain open and undeveloped and its scenic, recreational, open space and wildlife values enhanced. Major ridgelines, creek corridors, woodland, and steep slopes visible from San Ramon Valley Boulevard should be protected from development. Agricultural and grazing activities should be encouraged to continue over most of the area, observing the best management practices for maintaining and improving environmental quality. A portion of the Big Canyon should be preserved as habitat for wildlife. Public access to scenic resources should be encouraged through trails, bikeways, parks, and the development of a rustic conference center/camp.

Pattern of Development

Development should be permitted in those areas where constraints can be minimized and environmental opportunities for development exist. The development pattern should be determined by the organization and character of open spaces. It should be excluded from major ridges visible from San Ramon Valley Boulevard; from creeks and earthquake faults; and in the most heavily vegetated portion of Big Canyon. In the San Ramon Valley Boulevard area, development should be concentrated in the lower slopes, with higher intensity uses adjacent to the road and lower density uses in higher elevations. In the Norris Canyon Road area, development should be concentrated away from the road and, to a great extent, concealed from view of the road and from San Ramon Valley Boulevard. Development should generally decrease in density as elevation increases away from existing residential areas, for a more positive transition to the surrounding landscape. Clustered development should be encouraged to improve diversity and to take advantage of site opportunities in the Norris Canyon Road area.

Residential Development

The Westside should offer a wide range of housing opportunities that are unlikely to be available in other parts of the city. These should be distinguished by high quality residential design standards carefully fitted to the constrained hillside environment, by a range of housing intensities and choices, and by a larger community identity characteristic of a master planned project, rather than a series of discrete and separate subdivisions.

Land Use Relationships

Potential conflicts between uses in the Westside, particularly between residential development, recreation and agriculture, should be minimized. Development should contribute to the overall enhancement of the environment and create positive linkages between the City of San Ramon and its undeveloped hillsides.

Image and Identity

Development should offer opportunities to create a positive image and identity for the City of San Ramon; build upon natural resources and scenic character; give structure and orientation to the urban environment; and foster creativity and innovation in fitting new development within a highly constrained natural landscape. A coherent pattern of development should be organized around a series of open spaces and natural areas.

Community Services

Necessary services to support the residential population and contribute to the overall livability of the community should be provided. Provision should also be made for recreational trails, parks, retail shopping, and a fire station.

Infrastructure

Ensure that infrastructure is extended to best serve permitted uses, and that improvements are made which will best help meet community needs. Ensure that those benefiting from public improvements share fairly in the cost of such improvements and are not burdened by having to assume an excessive share of the costs.

Safety

Ensure that development occurs in a fashion which minimizes public exposure to hazards affecting health, safety and general welfare.

Growth Management

Development should be phased so that it corresponds with accessibility, the timing of service availability (in particular, water and sewer), annexation, and cancellation of Williamson Act contracts.

Overview of the Norris Canyon Road area.

CHAPTER 4 Land Use and Housing

Land Use Policy Context

Prior to incorporation of San Ramon in 1983, the Westside had been designated by the 1977 San Ramon Valley Area General Plan as an agricultural preserve, with open space and limited country estates on the gentler slopes adjacent to San Ramon Valley Boulevard. With the adoption of the San Ramon General Plan in 1986 and in response to the wishes of the Westside landowners, it was recognized that some limited development could be permitted on the land while still preserving the rich natural landscape. Residential, rather than retail or office development, is generally felt to be more in keeping with maintaining the open space character of the Westside hills. In addition, residential development would provide housing for the several thousands of jobs which have been created in San Ramon in recent years, and would help to achieve a balancing of housing with jobs.

Demographic Context

The 1989 population for San Ramon is approximately 34,000 persons. Buildout population of the San Ramon General Plan in 2005 is expected to be 61,000.

San Ramon is a young, family-oriented community that has grown dramatically over the past ten years.

The number of persons per household in the San Ramon Planning Area is currently estimated by the County to be 2.99, which is above the County average and indicates a greater number of households with children, but lower than the San Ramon General Plan assumption of 3.2 persons per single-family household. A higher proportion (82 percent) of San Ramon residents own their own homes than in Contra Costa County as a whole (68 percent). The Association of Bay Area Governments (ABAG) ranks San Ramon eighth from the 22 jurisdictions in Contra Costa County by 1990 in mean household income. At buildout of the General Plan in 2005, ABAG estimates that the Planning Area will to have a total of 40,830 jobs.

In 1985, the most recent year where data are available, the jobs/employed resident ratio was .74 in the San Ramon Planning Area. In other words, the fact that there were more employed residents than jobs in the Planning Area indicates that there was a net out-commute of San Ramon residents to jobs in other parts of the region. Due to the rapid increase in jobs in the General Plan Planning Area since 1985, it is assumed that the net out-commute that existed in 1985 is now a net in-commute of employees who live in other parts of the region, but work in San Ramon.

The share of San Ramon dwelling units occupied by households related to local employees is projected to increase from 27 percent in 1985 to 29 percent in 2005. This is due to the larger increase in local employment rather than to the increase in dwelling units and to the assumption that local employees who would reside within San Ramon would remain constant at twenty-two percent. Thus, although the jobs/housing balance would be expected to remain relatively imbalanced, the proportion of out-commuters would decrease and the proportion of dwelling units occupied by local employees would increase.

Market Context

In 1989, the San Ramon Planning Area has 8,623 detached and 4,832 attached dwelling units, for a total

of 13,455 units. Residential zoning of the San Ramon Planning Area would allow a total of 9,393 additional dwelling units, which would bring the total housing stock to approximately 22,848 dwelling units in 2005.

Based on previous market studies prepared for property owners in the Westside area, there appears to be strong demand for both single-family and multi-family housing in San Ramon. The forces driving demand include increased levels of employment at the Bishop Ranch and Hacienda business parks, desirable amenities and schools.

Retail

From the preceding demographic analysis, it is expected that the San Ramon Planning Area will continue to attract relatively affluent households, who will tend to be smaller households, some without children, attracted by employment opportunities in the I-680 corridor. It is expected that this demographic base will exhibit high levels of retail spending.

Description of Land Use

The Westside Specific Plan provides for the continuation of agricultural activities and the development of residential uses, with an estimated 1,289 dwelling units and 3,850 new residents (using County assumptions of 2.99 persons per single-family household and one person per senior housing unit). This equals approximately five percent of the total population at buildout of the General Plan in 2005.

Residential development in the Westside will provide housing close to jobs at Bishop Ranch.

Of the estimated 1,289 dwelling units; 200 (base only) are attached senior housing units, approximately 175 are multi-family townhouse units, and approximately 900 are detached single-family dwelling units. At a density of one dwelling unit per 200 acres, 14 dwelling units would be permitted in the open space area. In addition, the plan allows a 10-acre retail shopping center (approximately 110,000 square feet), a new fire station, a rustic conference facility or camp, and approximately 36 acres of new public parks.

As shown on the Land Use Plan map (see Figure 4.1), the Specific Plan includes four residential categories, ranging from large lot single-family in the upland portions of the Norris Canyon area to multi-family and senior housing adjacent to San Ramon Valley Boulevard. There is no commitment to approve the estimated number of units within either development subarea, as shown in Table 4.1. Final approvals will be based on such factors as geologic safety, views and visual appearance, and the design integrity of the proposed project.

Open Space

This category is intended to encourage the continuance of cattle grazing activities in the area. In the open space, residential development is permitted at a density of 1 dwelling unit per 200 acres. In the nature preserve area, however, which may be located in a portion of Big Canyon, neither grazing nor agricultural uses would be permitted.

Parks

This category includes proposed parks, but does not include private common area open spaces nor does it include the proposed nature preserve, which is a part of the open space designation and requires active property owner participation.

The Land Use Plan map and an illustrative plan (see Figure 4.2) indicate designated locations for residential development. An estimated 450 dwelling units are allowed in the Norris Canyon Road area, with the majority concentrated away from the road. An estimated 825 dwelling units are allowed in the San Ramon Valley Boulevard area, with lot sizes increasing with elevation. The senior housing site is shown to be located on the property belonging to the Baptist Church, which has expressed interest in pursuing the development of such housing. In addition, a site for the retail shopping center has been designated adjacent

FIGURE 4.1

Land Use Plan

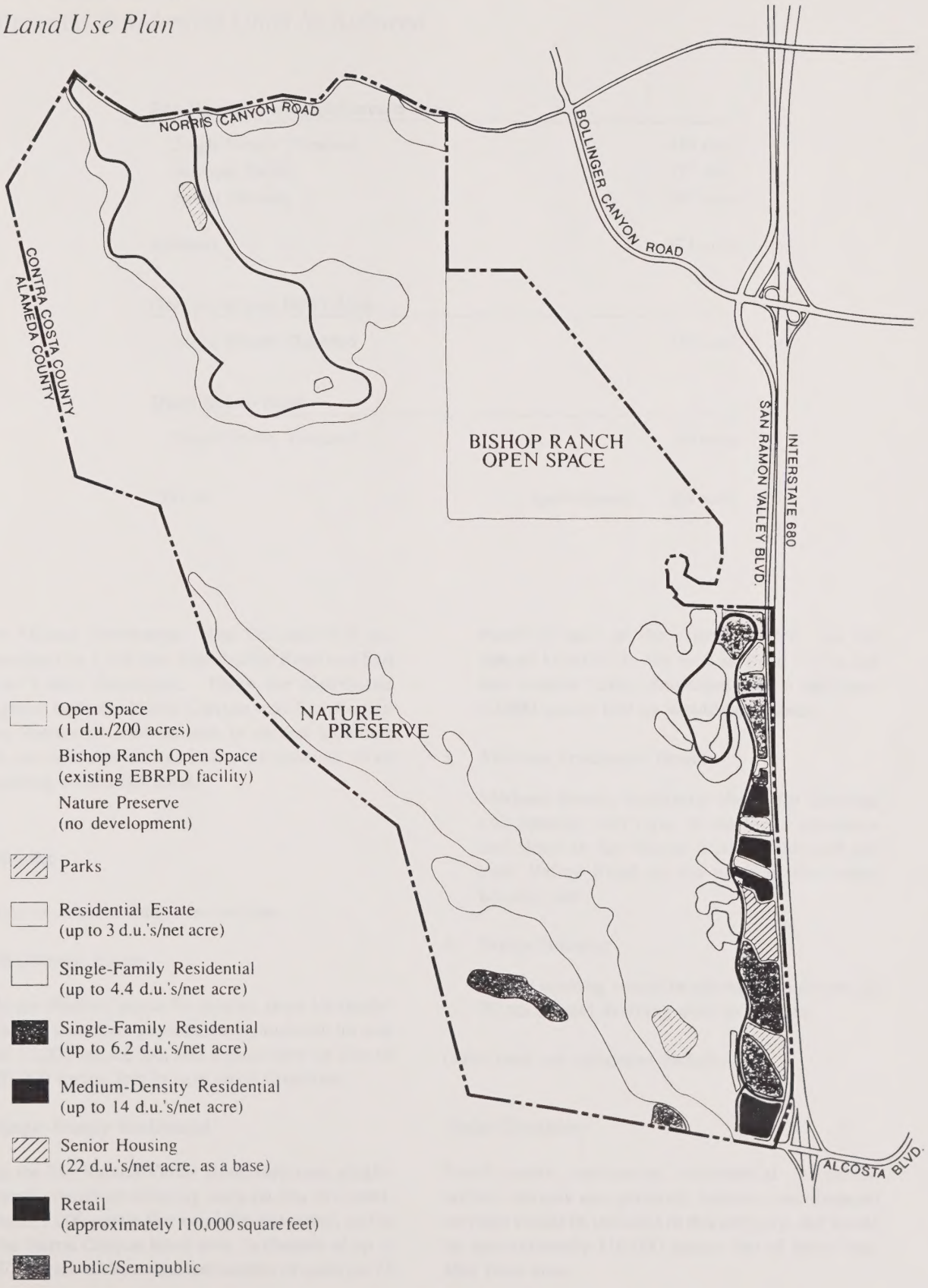


TABLE 4.1

Estimated Residential Units by Subarea

San Ramon Valley Boulevard Area	
Single-Family Detached	450 units
Multiple Family	175 units
Senior Housing	200 units
Subtotal	825 units
Norris Canyon Road Area	
Single-Family Detached	450 units
Open Space Area	
Single-Family Detached	14 units
TOTAL	*Approximately* 1,289 units

to the Alcosta interchange. The fire station is accommodated on a site near Pine Valley Road and San Ramon Valley Boulevard. Parks are distributed throughout both the Norris Canyon and San Ramon Valley Boulevard communities in central locations which are intended to maximize accessibility from surrounding residential areas.

Residential

The four residential categories include:

1. Residential Estate

   In the Norris Canyon Road area, large lot single-family homes are permitted at a minimum lot size of 15,000 square feet and a minimum lot size of 20,000 square feet in very steep situations.

2. Single-Family Residential

   In the San Ramon Valley Boulevard area, single-family detached dwelling units on lots of a minimum 7,000 square feet would be permitted, and in the Norris Canyon Road area, in clusters of up to 20 percent of the estimated number of units (or 75 dwelling units of the estimated 450). In the upland locations to the west of Road "A" in the San Ramon Valley Boulevard area, a minimum 10,000 square foot lot would be required.

3. Medium Residential Density

   Medium density residential allows for detached and attached unit types in the lower elevations and closer to San Ramon Valley Boulevard and Pine Valley Road, to the north of the senior housing site.

4. Senior Housing

   Senior housing would be allowed at a density of 22 (as a base) dwelling units to the acre.

Other land use categories include:

Retail Shopping

Retail stores, restaurants, commercial recreation, service stations and personal, business and financial services would be included in this category, and would be approximately 110,000 square feet of gross leasable floor area.

FIGURE 4.2

Illustrative Plan

The Westside provides an opportunity to maintain the hillside landscape in open space.

Public and Semipublic

As set forth in the General Plan, this land use category would include schools, hospitals, and related medical offices, religious institutions, utilities and quasi-public uses. These uses are specifically shown only for the existing Laborer's Union facility, the rustic conference center or camp located in Koopman Canyon and a fire station site near the Pine Valley Road intersection. Other institutional uses would be allowed in the San Ramon Valley Boulevard area on a conditional use basis.

Land Use Plan Policies

1. Maintain existing agricultural uses within the Open Space land use designation.

2. Locate residential areas according to access and environmental constraints.

3. Allow residential development of approximately 1,289 dwelling units, as shown in the Land Use Plan map (see Figure 4.1).

4. Allow for higher density housing associated with a senior housing site along San Ramon Valley Boulevard.

5. Permit public and semipublic (institutional) uses as of right in specific sites and on a conditional use basis throughout the San Ramon Valley Boulevard area.

6. Integrate a retail shopping center as well as parks and open spaces as support services within the residential community.

7. Utilize the design standards and guidelines set forth in the Community Design Element and the Appendix as criteria for evaluating future development applications.

8. As a minimum, follow the submission requirements for development applications, as set forth in the Resource Conservation Overlay District Ordinance, with the exception that the site model should be mandatory, and detailed visual analyses using techniques such as computer simulation of project impacts should also be required. (See design review procedures described in the Community Design Element.)

The scenic character of the Westside should be preserved as new development occurs.

CHAPTER 5 | Circulation

Existing Context

The Westside Planning Area is immediately west of I-680 and accessible via the Alcosta Boulevard interchange at the south end and the Bollinger Canyon and Crow Canyon interchanges at the north end. It narrows to a two-lane roadway for the portion that borders the Westside between Montevideo Drive and Alcosta Boulevard. This two mile stretch of San Ramon Valley Boulevard is programmed to be ultimately widened to four lanes. San Ramon Valley Boulevard currently carries up to 11,650 vehicles daily along the Westside boundary and is nearing the capacity ceiling for a two-lane roadway.

Norris Canyon Road is a winding, narrow, two-lane collector road that serves as the northern border for the Westside. Within the Specific Plan area, it has two lanes with minimal shoulders. At an average of 1,800 vehicles daily, it is currently far below capacity. No significant public streets or roads penetrate to the interior of the Westside.

San Ramon Valley Boulevard currently has bicycle lanes, but Norris Canyon Road is too narrow to support bicycle lanes. A Central Contra Costa Transit Authority bus route provides service to Walnut Creek BART Station principally via San Ramon Valley Boulevard, Tareyton Avenue, and Bollinger Canyon Road. A Livermore-Amador Valley Transit Authority bus route serves the southeast corner of the Westside Planning Area, as well as Stoneridge Mall and Hacienda Business Park.

Transportation Policies

Guiding Policies

1. Maintain intersection Level of Service "D" or better at all study area arterial roadway intersections during peak hours. (Level of Service "D" indicates tolerable delays in which drivers may occasionally wait through more than one red indication.)

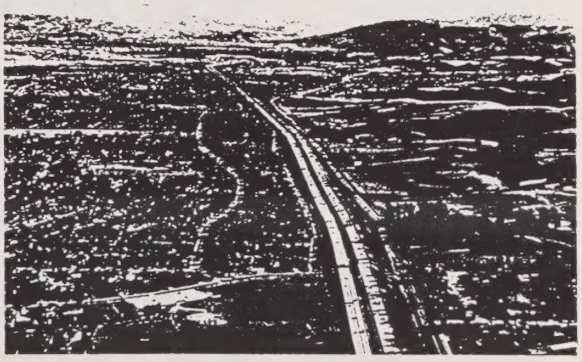
2. Provide improved freeway access to the Westside and ameliorate the existing problem caused by the southbound I-680/Alcosta Boulevard off-ramp being located too closely to San Ramon Valley Boulevard.

3. Provide traffic signals and stop signs where warranted within the guidelines of the Caltrans Traffic Manual.

4. Adopt an internal roadway system that provides continuity with existing San Ramon and Dublin streets, provides sufficient capacity for projected traffic, and allows direct access to land uses. The internal roadway system should have a clear hierarchy of roadway facility types that serves different purposes and helps drivers orient themselves.

5. Protect right-of-way along Norris Canyon Road and San Ramon Valley Boulevard for possible future widening beyond recommended improvements.

6. Establish specific horizontal and vertical alignments for Norris Canyon Road, San Ramon Valley



The construction of I-680 was the catalyst for development of the San Ramon Valley.

Boulevard and Road "A" to ensure orderly and coordinated development of these roads.

7. Align roadways in consideration of the topographic character of hillside areas.

8. Minimize street widths and on-street parking in hillside areas to reduce grading and construction impacts.

9. Provide bicycle and pedestrian facilities suitable for commuter, school, and recreational trips.

10. Provide transit support facilities to increase the attractiveness to potential passengers.

11. Provide improved transit service to key employment and retail centers and the planned West Dublin/Pleasanton BART station.

12. Protect existing residential neighborhoods from substantial increases in through traffic.

Internal Roadway Policies

1. *San Ramon Valley Boulevard Area Collector Road System* - Provide a north-south collector "spine road" (Road "A" on Figure 5.1) linked to nearby San Ramon Valley Boulevard by three east-west collector roads.

2. *Stop Signs* should be provided to control minor street traffic at all intersections of collector roads with arterial roads or with other collector roads (except where traffic signals are recommended).

3. The principal *Collector Streets* in the San Ramon Valley Boulevard area should include a minimum of two 12-foot wide travel lanes and sidewalks (and bike lanes on the spine Road "A", the west leg of Alcosta, and the northernmost access collector south of Montevideo Drive). Other collectors in the San Ramon Valley Boulevard and Norris Canyon Road areas should include two 11-foot travel lanes and a single eight-foot wide parking lane where houses front on the street. If a split level roadway is used for the principal collector road in the Norris Canyon Road area, which would have few houses fronting on it, 12-foot travel lanes and three-foot graded shoulders are acceptable.

4. *Local Residential Streets* should have a minimum paved width of 24 feet (with no on-street parking, but parking provided in off-street bays). Alternatively, parking can be provided on one side, with a minimum width of 30 feet (with 32 feet desirable). Widths are curb-to-curb and assume that if gutters are provided, an additional two feet of width is desirable.

Circulation Improvements

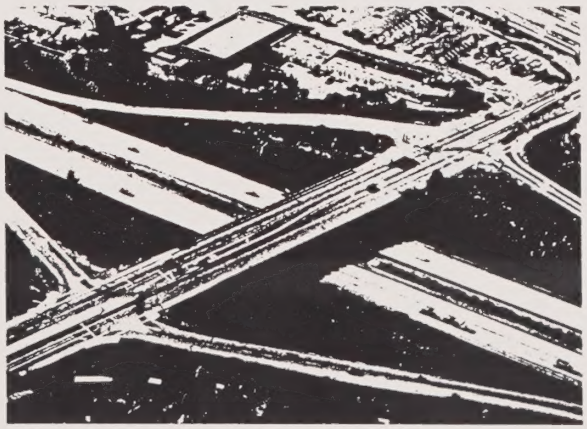
Three major freeway/roadway improvements are proposed in the Circulation Plan (as illustrated in Figure 5.1):

Alcosta/I-680 Interchange upgrade
San Ramon Valley Boulevard widening
Norris Canyon Road widening

These are described in greater detail below.

Alcosta Interchange

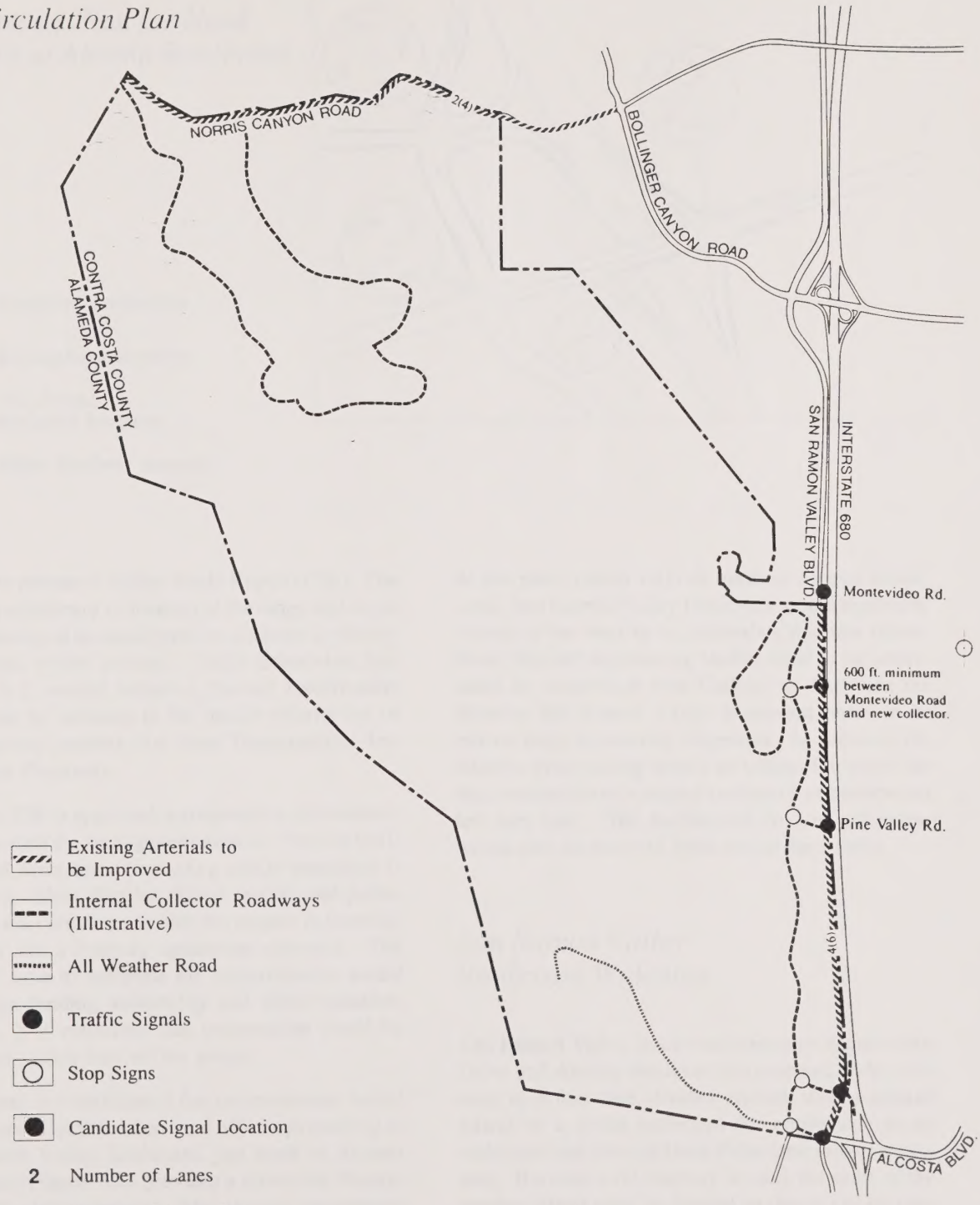
Improvements to the Alcosta interchange are needed to remedy existing operational problems in which westbound queues waiting at the Alcosta/San Ramon Valley Boulevard intersection back up and block the nearby southbound off-ramp, and to avoid future capacity conditions at the ramp terminals. The final choice of a new interchange configuration and alignment of San Ramon Valley Boulevard will depend on a process involving Caltrans. This process starts with approval of a Memorandum of Understanding with



View of the existing Alcosta Interchange.

FIGURE 5.1

Circulation Plan

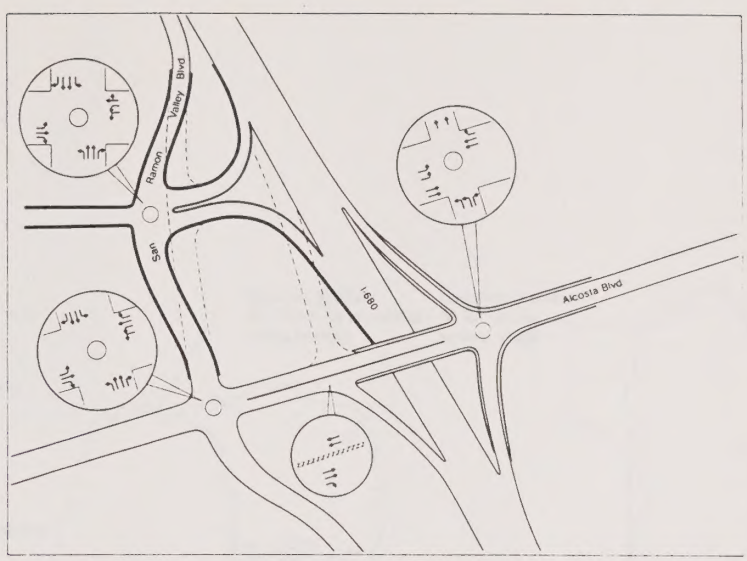


Note: Stop signs should control minor street traffic on all non-signalized intersections.

Candidate signalization depends on distance from Montevideo Rd. and traffic volume warrants.

FIGURE 5.2

Schematic Plan for Hook Ramps at Alcosta Boulevard



Signalized Intersection

Existing Ramp/Roadway

New Ramp/
Realigned Roadway

Widen Roadway Structure

Caltrans to prepare a Project Study Report (PSR). The PSR is a preliminary evaluation of the range and scope of alternatives to be considered by Caltrans in the environmental review process. Under recent state legislation, it is needed before a freeway modification project can be included in the master priority list of state highway projects (the State Transportation Improvement Program).

When the PSR is approved, a cooperative agreement is drawn up with the local government(s). Then an environmental assessment (including public meetings) is conducted. More detailed design studies and public hearings are conducted before the project is formally approved and a freeway agreement executed. The length of time to complete the improvements would depend on funding availability and other variables, however, it is estimated that construction could be completed within four to five years.

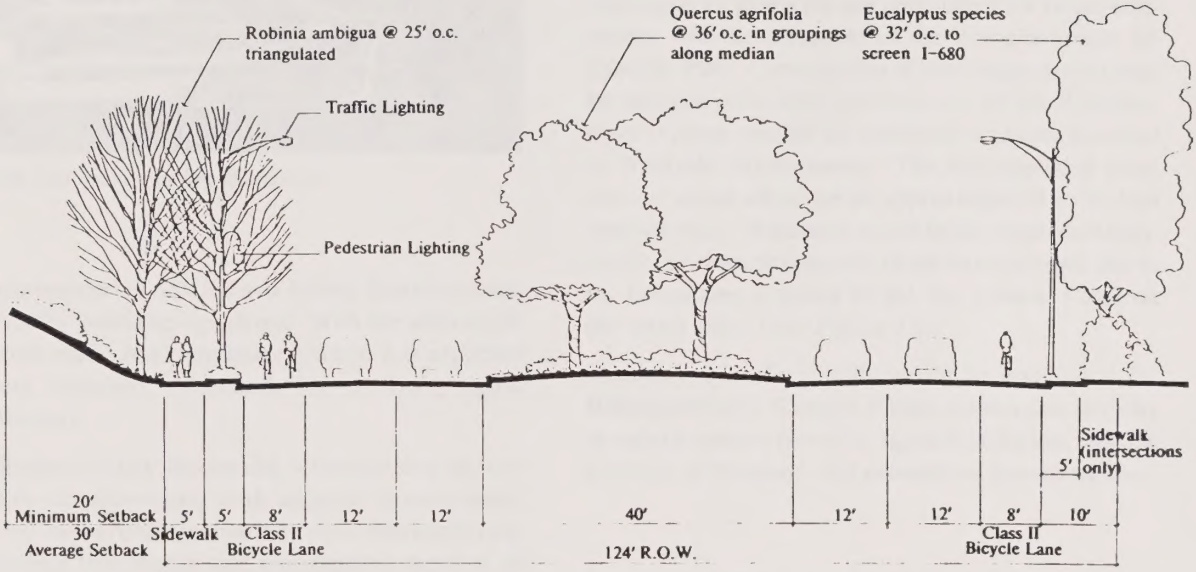
At this time, it is anticipated that improvements would include new southbound on- and off-ramps hooking to San Ramon Valley Boulevard, just north of Alcosta Boulevard (Figure 5.2 provides a schematic illustration of this improvement). The existing southbound off-ramp at Alcosta would be removed, but the existing southbound on-ramp would stay in operation. The existing intersection of the southbound ramps with Alcosta Boulevard would no longer need to be signalized, since left turns would be eliminated, but a new signalized intersection would be needed at San Ramon Valley Boulevard where the new ramps will connect. At this point (about 700 feet north of Alcosta Boulevard), San Ramon Valley Boulevard would need to be moved to the west to accommodate the new ramps. More detailed engineering studies need to be undertaken in cooperation with Caltrans to determine the distance San Ramon Valley Boulevard needs to be moved from its existing alignment. In addition, the Alcosta overcrossing would be widened to allow for the construction of a second eastbound-to-northbound left turn lane. The northbound on- and off-ramps would also be widened from two to three lanes.

San Ramon Valley Boulevard Widening

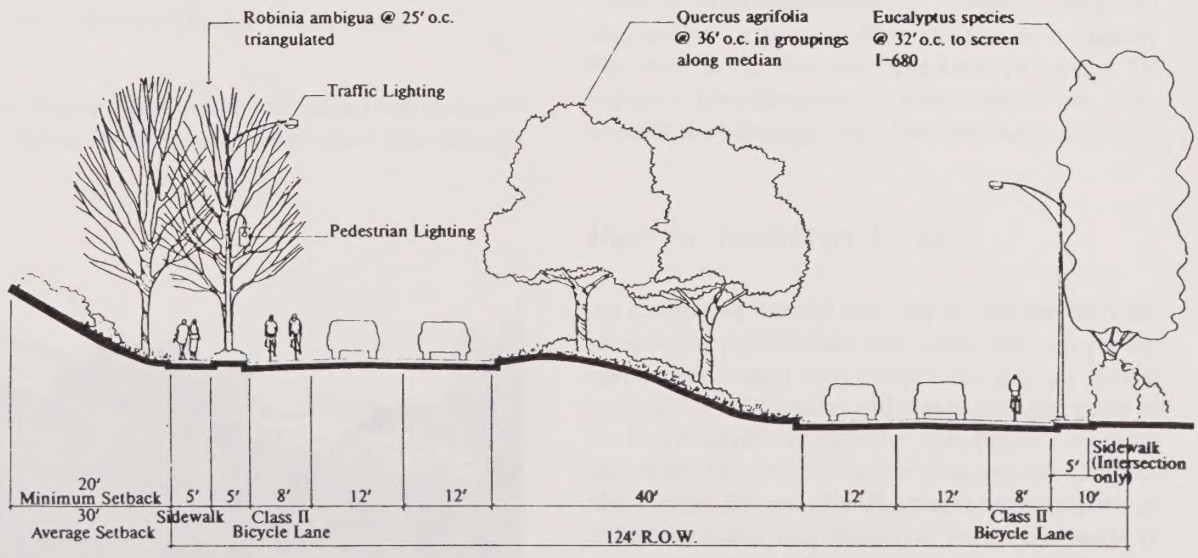
San Ramon Valley Boulevard (between Montevideo Drive and Alcosta Boulevard) is proposed to be widened to a four-lane, divided arterial, with a median island of a width sufficient for conversion to an additional two through lanes if this later proves necessary. If a dual level roadway is used, the slope of the median island must be limited so that it can be later converted to additional through lanes. Four through lanes are needed to handle anticipated future traffic volume increases, with the Westside contributing only a part of the increase. Bicycle lanes/emergency parking and sidewalks should also be accommodated. The recommended cross section would allow for a 124-foot right-of-way. (See Figure 5.3.)

FIGURE 5.3

Illustrative Sections — San Ramon Valley Boulevard



Flat Grade Concept



Split Level Concept

Existing San Ramon Valley Boulevard.

The intersection of San Ramon Valley Boulevard and Pine Valley would be signalized. With the addition of Westside traffic and cumulative growth, it is expected to meet "warrants" (standards for justifying signal installation).

San Ramon Valley Boulevard widening can be undertaken simultaneously with adjacent development; however, higher priority should be placed on improving the Alcosta Interchange and the southern segment of San Ramon Valley Boulevard regardless of the pace of development.

Norris Canyon Road Widening

Norris Canyon Road would be widened and realigned to a 34-foot roadway dimension with two through lanes. Bicycle lanes would be added, and along with the minimum two-foot graded shoulders, would serve for emergency parking. The principal objectives would be to improve convenience and driving ease for the motorist, allowing a uniform driving speed of 35 MPH, while also, to a limited extent, accommodating future capacity by the addition of turn lanes at the two principal Westside access intersections. No significant capacity problems are anticipated for future conditions with development of the Westside under the Specific Plan. Construction of this improvement may be delayed until after development of the Westside, since it is not needed for additional capacity essential to Westside development. The recommended cross section would allow for an approximate 84 to 96-foot right-of-way. Widening would be accomplished principally on the northern side of the existing road, due to the limitations imposed by the San Catanio Creek on the south side. (See Figure 5.4.)

In addition, traffic signals would be installed at the Bollinger/Norris Canyon Roads intersection in order to satisfy warrant fortraffic signal installation, with the addition of Westside and cumulative growth traffic.

Existing Norris Canyon Road.

Intersection Levels of Service

With the improvements described above and those assumed in the General Plan analysis, PM peak-hour Levels of Service should be "D" or better at study area intersections at General Plan buildout with Specific Plan uses on the Westside. The Level of Service "D" indicates tolerable delays in which drivers may occasionally wait through more than one red indication.

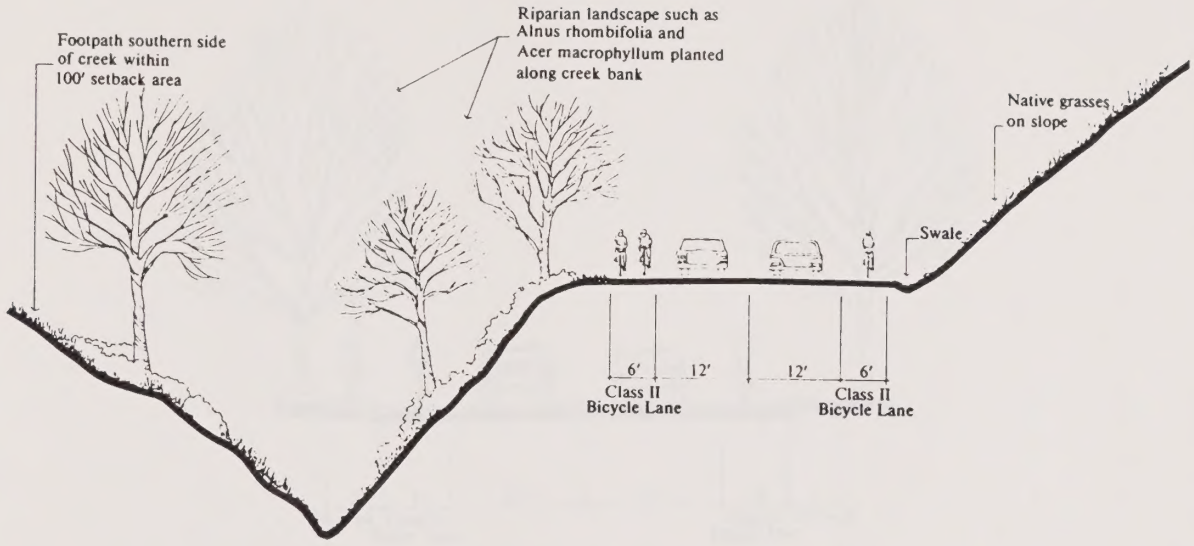
Internal Roadway System

An illustrative internal roadway system has been developed for the Westside that would provide convenient access to land uses, while respecting the natural contours of the hillsides and preserving open space to the maximum extent feasible. (See Figure 5.1, which shows the internal circulation plan, and the Community Design Element for illustrative cross sections of collector roads.) Key features of the internal roadway system include the following:

- No Cross Valley Road (as previously shown in the General Plan) is proposed to link San Ramon Valley Boulevard with Norris Canyon Road.

FIGURE 5.4

Illustrative Section — Norris Canyon Road



- A north-south collector "spine road" (Road "A" on the Plan) would run parallel to and west of San Ramon Valley Boulevard. This roadway should provide rear access to the proposed shopping center at Alcosta and to residential units west of San Ramon Valley Boulevard. The principal collectors (Road "A" and the three access roads to San Ramon Valley Boulevard) should include two 12-foot travel lanes with bicycle lanes and parking (if fronted by residential uses).

- Access to land uses tributary to San Ramon Valley Boulevard should be provided by three primary east-west collector roads along San Ramon Valley Boulevard (see Figure 5.5). Average Daily Traffic volumes near any of the internal residential areas would be quite low (a maximum of 2,000 vehicles daily).

- All other collectors in the San Ramon Valley Boulevard area would conform to the standards for collectors in the Norris Canyon Road area, or approximately a 30-foot pavement width (with one-sided parking), or 24 feet with parking provided in bays. (See Figure 5.6.)

- Pine Valley Road should be continued across San Ramon Valley Boulevard (with a signalized intersection) to penetrate the interior of the Westside. However, the northernmost collector street would intersect San Ramon Valley Boulevard no closer than 600 feet south of Montevideo Drive (rather than connecting directly with the existing T-intersection) to provide sufficient storage for vehicles queued at the existing Montevideo traffic signal.

- Access to the proposed shopping center on the northwest corner of Alcosta/San Ramon Valley Boulevard would be provided via driveways at Alcosta Boulevard, San Ramon Valley Boulevard, a collector road leading directly from the new I-680 southbound hook ramps, and collector Road "A". Only right turns in and out should be allowed on San Ramon Valley Boulevard.

- Access to land uses tributary to Norris Canyon Road would be provided principally by two collector roads (Road "B" on the Plan) which would both meet a large internal loop road. Intersections with Norris Canyon Road would have stop

FIGURE 5.5

Illustrative Section —
San Ramon Valley Boulevard Subarea Collector

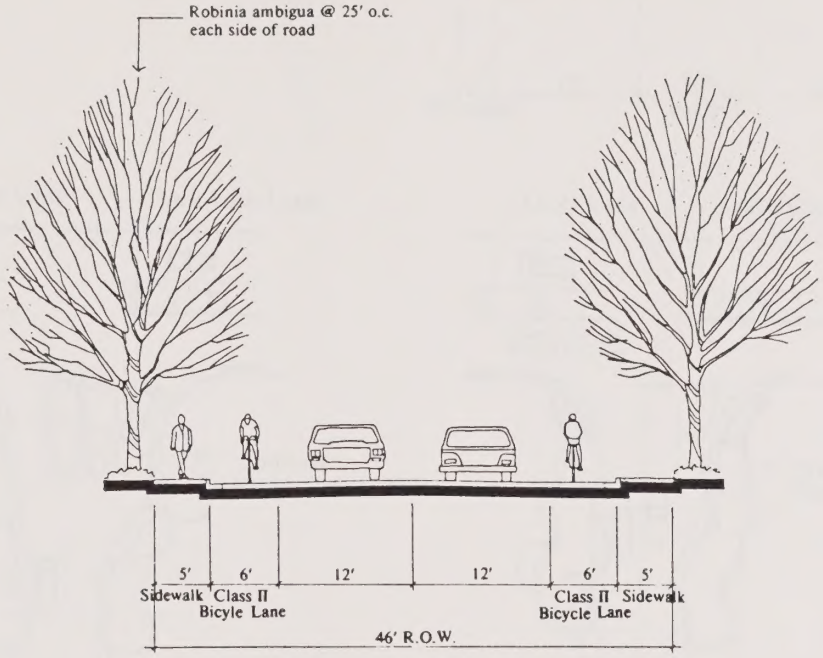


FIGURE 5.6

Illustrative Section —
Norris Canyon Subarea Collector

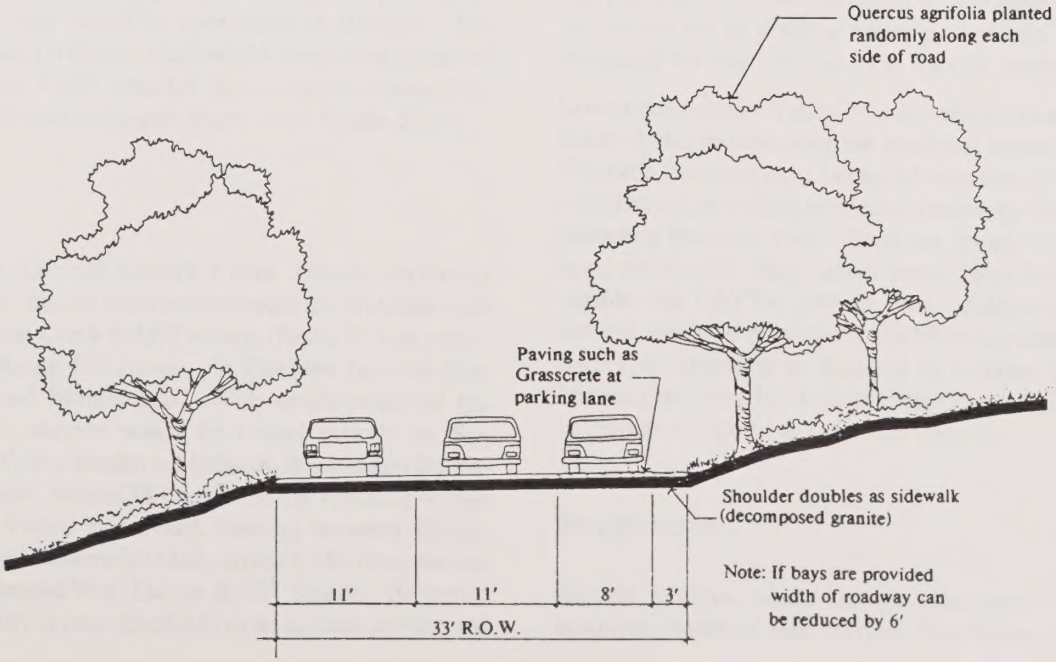
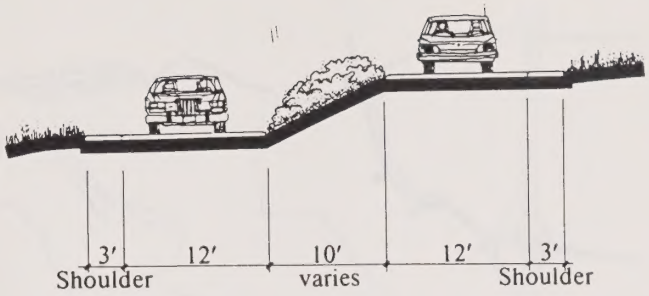
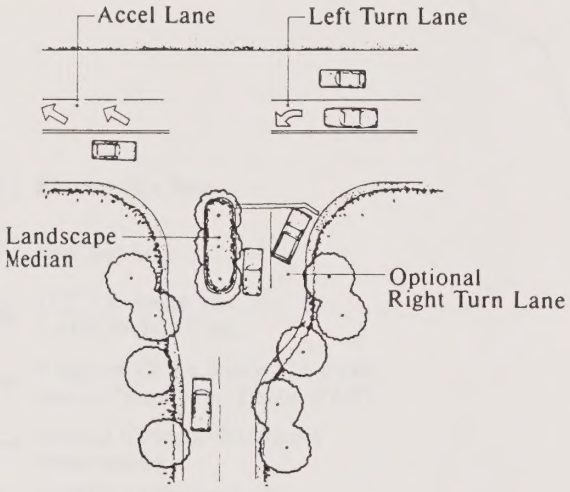
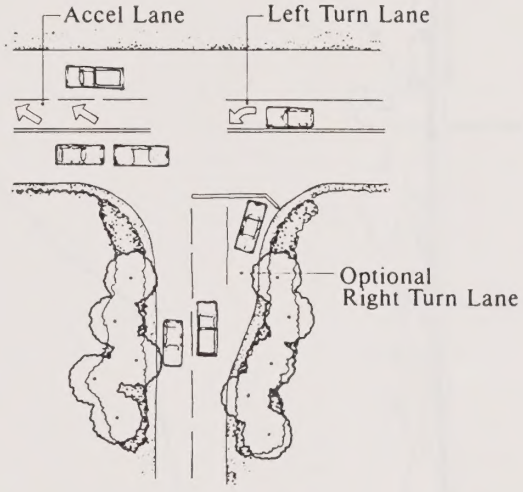


FIGURE 5.7

Illustrative Sections and Plans — Norris Canyon Entry Road







signs controlling collector road traffic. Streets within the site would be relatively narrow and steep (up to 20 percent slope), to minimize the amount of grading which would be required, and a 30-foot road (pavement width) with parking on one side would be considered as standard. The eastern collector road would carry a maximum of about 3,000 vehicles daily near its intersection with Norris Canyon Road. (See Figure 5.7.)

Transit

Existing Central Contra Costa Transit Authority (CCCTA) bus service now connects the Westside with the Walnut Creek BART station (Route 121 on weekdays). Route 121 travels via Tareyton between Pine Valley and Montevideo. With development of the Westside, service would be routed entirely on San Ramon Valley Boulevard between Alcosta and Bollinger Canyon. Route DX1 passes by the Westside on San Ramon Valley Boulevard, running between Bishop Ranch and Stoneridge Mall, across I-580 from the site of the planned West Dublin BART Station. However, Route DX1 is now scheduled as an express service and does not stop along San Ramon Valley Boulevard. At least selected trips should be scheduled for stops at locations indicated on Figure 5.8. Given the relatively low intensity of development (especially near Norris Canyon Road) and the proximity of San Ramon Valley Boulevard to planned housing, it should not be necessary for buses to use local internal streets.

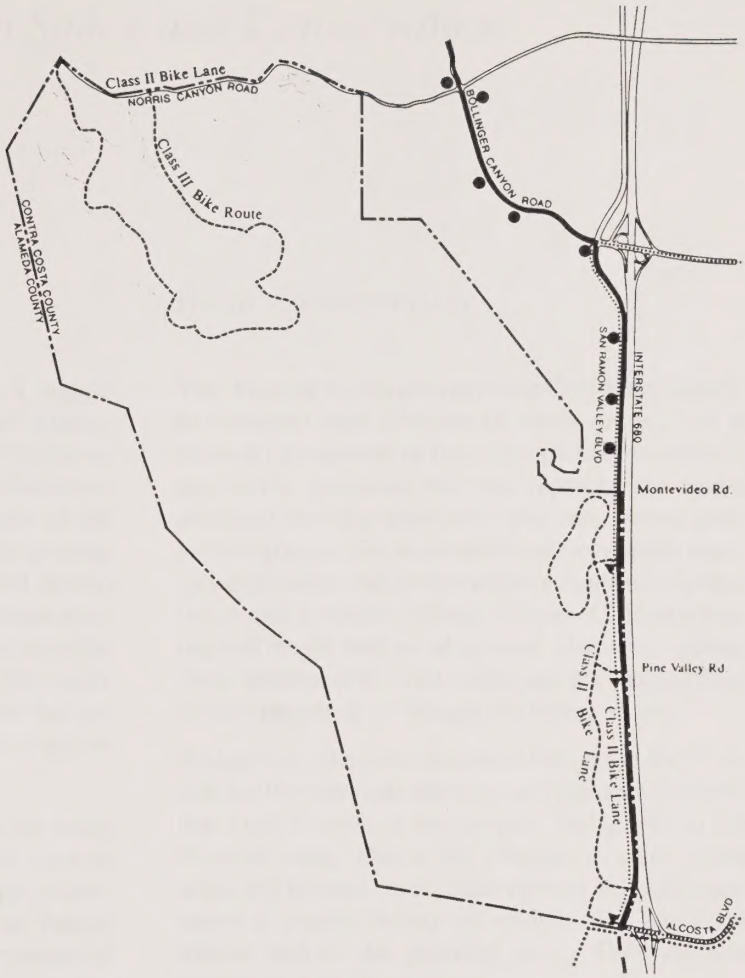
Livermore-Amador Valley Transit Authority (LAVTA) Route 2 also passes along the southeast border of the Westside Planning Area (along Alcosta east of Southwick Drive), providing service to Stoneridge Mall and Hacienda Business Park. There are no set bus stops here; passengers "flag" down buses. San Ramon is outside the LAVTA service area. Additional bus service would be provided to the Westside area when BART is extended as planned to a West Dublin Station (and possibly further east). Route 121 could be rerouted slightly to serve this station.

Bicycle Routes

Bicycle facilities would include bike lanes (with a minimum width of four feet) on San Ramon Valley

FIGURE 5.8

Bicycle/Transit Plan



- Existing Bus Stop
- New Bus Stop
- CCCTA Route 121 to BART Walnut Creek
- Proposed CCTA Route 121 Extension to Future West Dublin BART
- Internal Collector Roadways (Illustrative)
- BART DX1 Express Bus to Bishop Ranch
- LAVTA Route 2

Boulevard, Norris Canyon Road, and the major internal collector roads off San Ramon Valley Boulevard (as indicated in Figure 5.8).

Norris Canyon Road and the residential area located to the south would have special "semi-rural" cross sections that would not include sidewalks.

Pedestrian Facilities

An extensive trail system is planned for undeveloped areas of the Westside. These trails would connect residential areas near San Ramon Valley Boulevard and Norris Canyon Road area to the Bishop Ranch Open Space and the high ridge at the County line. Sidewalks would be provided on San Ramon Valley Boulevard and the primary collector road (Road "A").

Parking

Parking should be provided at City standards for all land uses, including the planned retail center. This should be sufficient to meet demand and avoid any spillover into adjacent residential areas.

CHAPTER 6 | Open Space and Conservation

Background

To many, the Westside landscape appears a rugged wilderness that has eluded modification and adaptation for human use. In fact, like much of the California foothills, the Westside has had a long productive history dating from the Spanish secularization of the landscape into ranches. In addition to cattle grazing, parts of the Westside have been quarried and mined, woodland has been forested for fire wood, ridges have been reshaped and roads extended. With the exception of the Laborer's Union property, most of the major land holdings are owned or leased to cattlemen that use its steep hillsides, creek valleys and broad ridges as range for over two hundred head of cattle.

The intense use of the Westside landscape for many years has taken away much of its biological value as habitat and has contributed to unstable slopes, down-cutting of streams, and general erosion of fragile terrain. On the other hand, the Westside remains of great scenic value as an open space backdrop to the San Ramon Valley. In contrast to the more arid east side of the valley, the Westside appears a verdant landscape with a greater number of trees and diversity of plants. It has steeper slopes, more eccentric and prominent land forms and is ribboned by myriad streams and drainages, most of which are ephemeral in nature. The Westside landscape naturally breaks into a series of canyons and valleys, which run north and south, creating clearly defined physiographic units. Three of these valleys are quite large and include San Catanio Creek Canyon off of Norris Canyon Road; the Oak Creek Canyon which extends to the heart of the San Ramon Valley Boulevard area; and Big Canyon, which is relatively isolated and characterized by extremely steep slopes and areas of dense vegetation.

The primary purpose of this element of the Specific Plan is to preserve and enhance the integrity of the Westside landscape and to balance its diverse values and uses as wildlife habitat, for cattle grazing, as scenic open space and as a recreational opportunity for Westside and San Ramon Valley residents.

Biotic Communities

The Westside is characteristic of a California foothills environment with a history of heavy grazing and is primarily comprised of five basic plant communities: non-native grassland that has replaced the native perennial bunch grasses with wild oats, brome grass and rye grasses; oak woodland (primarily valley oaks) found on slopes and gentle ridges; broadleaved upland forest with a mixture of coast live oak, California bay, big-leaf maple and an occasional Madrone; riparian forest dominated by white alder; and the Diablan Sage Scrub comprised of drought-deciduous shrubs.

Biologically, the most important habitats in the Westside are the creekside habitats and riparian woodlands that exist in most of the canyons and gullies in the Westside area. Due to the presence of water, these areas are, in most cases, more densely vegetated, and house a greater density of wildlife than any other habitat area in the planning area. They are also important wildlife corridors.

In general, however, most of the springs and creek beds have been heavily trampled and are of limited habitat value. Only one small drainage near the Wiedemann ranch house contains species associated

View of Big Canyon and future nature preserve.

with riparian habitats and probably carries water throughout the annual cycle in good water years. Even this drainage, though, has been degraded as useful aquatic habitat by cattle grazing. Near the uppermost springs in this drainage, several male California newts in breeding condition were observed in small pools. Other wildlife species commonly found in these densely wooded canyon bottoms include the raccoon, California mouse, Pacific tree frog, ringneck snake, and a wide variety of woodland birds, including Nuttall's woodpecker, Stellar's jay, Hutton's vireo, and the orange-crowned warbler.

The open grassland habitats provide for many wildlife species and excellent hunting areas for raptors and other predators. In portions of the planning area which are not overgrazed, the grassland habitat supports a wide variety of animals and birds including the valley pocket gopher, California vole, Pacific Coast Blacktail deer, Pacific gopher snake and western fence lizard, as well as many birds such as the lesser goldfinch, horned lark, and red-tailed hawk. (See Figure 6.1.)

Open Space Areas

As discussed, the Westside is of tremendous scenic value as visual open space, providing a backdrop to the developed areas within the San Ramon Valley. The visual character of the Westside is comprised of a complex layering of different elements. These include the regionally visible ridge line and slopes above 1,400 feet and the locally visible ridges as well as landmarks such as the PG&E towers and Wiedemann Hill transmission facilities; woodland areas associated with coast live oak/California bay forests and riparian habitat; and San Catanio Creek which is notable for its continual flow of water. In addition, Big Canyon has been identified as a discrete physiographic unit of great scenic beauty deserving of a special response, as is the rural character of Norris Canyon Road, the historic buildings and property walls and the specific outcroppings of rock which occur on high hillsides throughout the Westside.

The basic visual elements of the landscape also contribute to the potential visibility of development. Visually sensitive areas include the high ridgeline at the County line and side slopes approximately four hundred feet below it. This ridge is of great value from a regional perspective and provides landmarks that can be seen from throughout the valley. The intermediate ridges give definition to the landscape and are also quite sensitive to possible development. Finally, foreground areas in the view from the road (or the "proximate viewshed") are also particularly vulnerable. The remaining categories identify those areas where development might be, at least initially, conspicuous. In descending order, these range from exposed grasslands to concealed wooded areas in the valley.

View of Oak Creek Valley.

In addition to its value as visual open space, the Westside landscape has tremendous potential for recreation. Popular recreational activities include hunting, horseback riding, camping and hiking, which occur throughout the Westside except where the steepness of the topography prohibit such activities. In addition, special community events, such as "Kite Day", have been instituted atop a broad sloping plane on the Wiedemann property. Although a variety of recreational activities take place within privately held land, a 300-acre open space area in the northeastern portion of the Westside is owned by the East Bay Regional Parks District and used as an undeveloped public park. Known as Bishop Ranch Open Space, this land provides hiking opportunities on existing unmarked fire trails. As a land bank, the area is being held under EBRPD jurisdiction for future inclusion in a planned hiking trail corridor to extend from Las Trampas Regional Wilderness near Danville to Sunol Regional Wilderness to the east of Fremont.

Conservation Concepts

The Westside Specific Plan emphasizes open space preservation on the majority of the planning area in areas of special scenic value. Development would be prohibited on major ridgelines and high slopes over 1,400 feet in elevation (or within four hundred feet of

FIGURE 6.1

Environmental Constraints Synthesis

the high ridge at the County line). Creeks, springs and ponds would be protected from development and enhanced for limited public access and as wildlife habitat. Buildings would set back from the creeks and include a two-hundred foot corridor to protect wildlife and riparian values. In addition, special site features, including historic buildings, rock outcroppings, and historic walls would be preserved. The most heavily vegetated portion of Big Canyon, which has special wildlife value, would be protected from development and set aside as a nature preserve.

Cattle grazing would be continued on most of the Westside in order to maintain the diversity of native wildflowers, continue the tradition of an open landscape and minimize fire hazards. Management guidelines are developed and would be enforced to protect the long-term integrity and continued productivity of the landscape, and to minimize conflicts between developed and undeveloped areas. Additional recreational areas would include trails connecting Norris Canyon Road and San Ramon Valley Boulevard with Bishop Ranch Open Space and to the high ridge. They would also include more developed parkland areas associated with the new residential community.

Conservation/Open Space Policies

Preservation Policies

1. Set aside the most heavily vegetated portion of Big Canyon as a nature preserve, prohibiting grazing and development and limiting public access. The designation of this preserve would require the active participation of the property owners. (See Figure 6.2.)

2. Work with Dublin and Alameda County to ensure that development to the west and the south of the planning area does not encroach into the ridgeline areas which are visible from San Ramon Valley, and that the recreational potential of the high ridgeline is achieved.

3. Require setback corridors of a total width of 200 feet along creeks and streams as a condition of new development. These corridors do not necessarily need to be centered on the creek, but should be uninterrupted, and provide the necessary cover, food supply and access to water to enhance wildlife habitat. Setbacks should reflect specific biologic, hydrologic and geologic conditions along the creek reaches. Exceptions to creek setbacks should be allowed as provided within the Resource Conservation Overlay District.

4. Establish a tree removal review process to minimize the removal of valuable oak woodland and riparian habitat.

5. Ensure that all historic and cultural resources are preserved and enhanced, including the rock walls and any archaeological sites. The Harlan Homestead, the Boone home and the David Glass house are designated as places of historic interest that should be preserved. If desirable, the historic homes may be relocated to an appropriate site set aside as a "preservation park" area.

Landscape character of the Westside hills.

Conservation Policies

1. Adopt range management practices within grazing areas which enhance environmental quality and long-term productivity of the landscape. To avoid overgrazing, stocking levels should generally not exceed one cow for every ten acres (on an annual basis) and vegetative cover should be monitored to make sure that at the end of the season (sometime before the rainy season begins in the Fall) 3-4 inches of plant growth is remaining. These general performance guidelines should be implemented and administered as a condition of approval of subdivision or development for non-grazing purposes and should be incorporated into the Conditions, Covenants &

FIGURE 6.2

Conservation and Open Space

Restrictions (CC&Rs) of the development area. In addition, they may be augmented by more site specific standards which are to be developed by the East Bay Regional Park District for grazing of Bishop Ranch Open Space in 1990.

2. Permit development of residential uses within the open space area at a gross density of 1 dwelling unit every 200 acres if:

    a. Development is accessed from existing roads. All development will be reviewed for consistency with Plan policies, in particular those which concern grading, visibility, fire protection and general safety.

    b. Development is permitted in areas allowed under the Resource Conservation Overlay District (with the exception of parcels located on the "backside" of ridge setback areas which are not visible from San Ramon Valley Boulevard).

    c. Applications for parcelization, subdivision or construction undergo the design review process as set forth in this Plan.

3. Increase opportunities for surface water ponding for storm detention and to enhance wildlife habitat and riparian values and recreational and open space activities, to the greatest extent possible. Encourage the careful selection of landscape materials for vegetative cover and plant diversity in order to enhance the biologic potential of the area as wildlife habitat.

Trails would link developed areas with Westside open space. A nature preserve is accommodated in the Big Canyon.

4. Ensure that water is evenly distributed over the site or that ponds are built in strategic locations to support livestock. If troughs are built, ensure that they are designed to permit access by wildlife as well as livestock.

5. Encourage the use of check dams and slope stabilization treatment in specific creek corridors where grading may occur in order to control erosion and improve stability.

6. Where crossings of a stream corridor are required, design culverts so that they can serve storm detention purposes and at the same time allow for the continuity of wildlife movement.

7. Minimize the culverting of streams. To the extent possible, filled streams should be re-established, replaced and improved for erosion and wildlife enhancement and drainage.

8. Permit grading and development on the minor cross-valley ridge and Mustache Ridge, if, upon careful review of specific development proposals, it can be determined that:

    a. Such development would not be seen from San Ramon Valley Boulevard, and appropriate provisions are taken to minimize visual impacts from Bishop Ranch Open Space;

    b. The profile of the reconstructed ridge is integrated positively with the surrounding landscape, avoiding sharp breaks and steep interfacing of grades;

    c. Buildings are sited below the high point of the reconfigured grade to minimize the silhouetting of structures against the horizon;

    d. Buildings relate positively to the regraded terrain (see the design guidelines in the Community Design Element and Appendix);

    e. Cuts and fills are properly engineered to protect the health, safety and welfare of the population; and

    f. Graded slopes are revegetated properly.

9. Incorporate creek areas within the fenced perimeter of development areas to protect them from encroachment by cattle, but provide specific access

points for cattle that are rotated on a regular basis so that areas are not over-impacted. In addition, the common open spaces within development areas should be maintained with landscape materials commonly found in the area in order to make the most positive transition to the surrounding landscape. Introduced plant materials should be carefully selected for drought tolerance and fire resistance as well as to ensure that vegetation poisonous to livestock and wildlife is avoided.

10. To minimize the impacts of feral cats and dogs on wildlife habitat, require the registration of domestic animals in adjacent areas. Where domestic animals accompany their owners into common areas and recreational open spaces, require that they be leashed or within sight of their owners.

11. Encourage the use of drought-tolerant and fire resistant plantings, minimized irrigation, dual water systems for irrigation and domestic use, as well as the use of other water conservation measures.

12. Minimize the use of high water consumptive plant materials and support East Bay Municipal Utility District's water conservation programs.

Recreational Policies

1. Establish a system of recreational trails which extend from developed areas and connect proposed neighborhood parks, the proposed rustic conference center/camp facility, Bishop Ranch Open Space and the regional trail along the high ridgeline.

2. For the most part, locate these trails along existing fire roads and on ridges. New trails should be developed and maintained by the East Bay Regional Park District or other appropriate public agency.

3. New trails should be built to the EBRPD standards, but should be generally a minimum width of 10 feet, and the easement should encompass a minimum 20-foot wide right-of-way. For the most part, these trails would be located on ridgetops to maximize views, provide a more gentle grade for walking, and take advantage of existing trails and fire roads as well as connections to the other ridges. They would also be generally located away from proposed developed areas, in order to minimize conflicts between public and private users, and to provide a greater sense of isolation and detachment from urbanized lower elevations. Staging areas for the trails will be provided in parkland areas only, where access is feasible and extensive grading is not necessary.

4. Restrict bicycle use to wider recreational trails and develop bicycle lanes along Norris Canyon Road, San Ramon Valley Boulevard, and the primary collector within the San Ramon Valley Boulevard area.

5. Develop approximately 36 acres of parkland, as shown in the locations on the Plan's Land Use Map. The final configuration will be determined at the time development plans are submitted. Approximately 7 acres should be located within the Norris Canyon Road area and the remaining 29 acres in the San Ramon Valley Boulevard area. These parks should include ball fields and playing areas to serve the surrounding areas, and should be designed in consideration of surrounding topographic conditions. In general, a one-acre minimum area should be graded to a relatively level or gently sloping plane to create the needed area for ballfields, however grading plans should be carefully reviewed to ensure that the imposition of a large flat area does not degrade the appearance of the landscape.

   In the Norris Canyon Road area, the Land Use Map indicates two parks: one centrally located adjacent to the main entry road, and the other at the headwaters of a creek near the cross-valley ridge within the major population concentration of the Norris Canyon Road area to improve public access to a riparian corridor. If a park site cannot be developed for park purposes without major grading, then an off-site park should be developed as close to the Westside as possible and fees collected to pay for costs of acquisition and development.

   In the San Ramon Valley Boulevard area, four parks are indicated on the Land Use Map: one associated with the historic Harlan Homestead, small pond and adjacent steep slopes; another centrally within the area near Pine Valley Road and within the PG&E easement; and in the southern portion of the area, one is near the proposed shopping center and another is located on a plateau area to the west of Road "A". The Geldermann family has donated the Harlan Homestead

and approximately three acres of surrounding land to the City. This gift, including any future donations, would be applied as a credit to parkland dedication requirements specified by City ordinance. Additionally, designation of any portion of the PG&E easement as parkland would not be calculated into the dedication formula, due to the land use constraints imposed by high-voltage transmission lines.

6. Provide for the development of a rustic conference center or camp, which can accommodate small meetings, social and community events. The conference center would be located off of an existing dirt road, upgraded to allow for all-weather conditions.

7. Allow the development of a primitive campsite in Big Canyon to be owned and maintained by East Bay Regional Park District, or other appropriate public agency.

8. Plan for common open spaces within the development areas to provide intermittent breaks in the development pattern, open up views to hillside areas and link to parks, open spaces and recreational trails.

9. Provide for a landscape setback of a minimum twenty-foot width along San Ramon Valley Boulevard as a transition to upland residential and/or institutional uses, and connecting the common open space areas along the road.

10. Require environmental management and maintenance plans to be incorporated within the CC&Rs of the homeowners' associations that are consistent with the Westside Specific Plan.

CHAPTER 7 Community Design

The Design Challenge

The Westside is highly constrained, not only in governmental and jurisdictional considerations, but also by physical conditions found on the site. The site is geologically fragile, with an active earthquake fault and some of the most expansive soils that can be found in the country. Slopes are extremely steep, ridgelines are visually vulnerable and numerous creeks of potential habitat value flow through the area.

From the community design perspective, development of the Westside area offers tremendous opportunities to give form to the emerging image and identity of San Ramon, and to create a quality living environment that responds to community values and to private market consideration. Development will require creative approaches and careful treatments within the framework established by the Westside Specific Plan.

Hillside Design Precedents

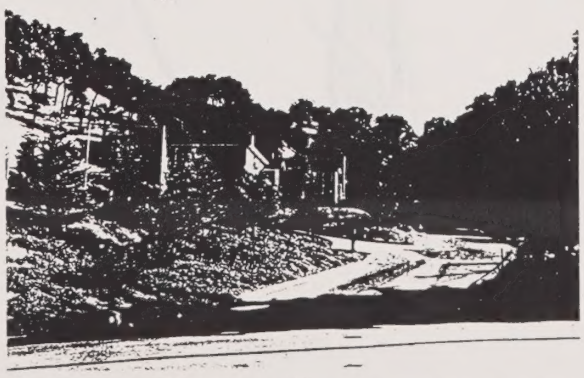
In San Ramon, there are few precedents of hillside development in areas similar to the Westside. Much of the hillside housing that has been built in recent years has concentrated in the east side of the valley, where slopes are more gentle and grading solutions have tended toward the more conventional wide-step terracing of flat building pads with sloped areas set aside as common open space between parcels. In addition, many of these developments (such as Canyon Lakes) are much higher in density than ever contemplated for the Westside. It is unlikely that further development of this density will be permissible in hillside areas, because the City believes it now has its fair share of this type of housing. As stated in the General Plan, housing choice is to be broadened in San Ramon by emphasizing single family dwellings ranging in density from townhouses to ranchettes.

Older examples of hillside housing in western slopes of the valley outside of San Ramon, such as Pleasanton (Castlewood) and Danville (Montair Avenue), illustrate a more traditional approach to suburban hillside development. Instead of adapting the landscape to a standardized lot and building type, these older projects forced the building to adapt more to the existing terrain through stepped form buildings and minimal flat yard areas, with grading confined primarily to the street itself.

Another approach to the development of hillside areas is exemplified in newer developments such as the Bryan Ranch in Alamo, where rough grading of streets and building pads is later contoured to give a more natural hilly appearance. Flat back yards are provided and buildings constructed on standard foundations, but the sense of the hillside landscape prevails, and views to upland undeveloped areas are preserved.

Community Design Concept

The concept for the development of the residential community within the Westside focuses on the maintenance of an open character, with the development pattern determined by intermittent open spaces that provide views and a sense of public access to more distant views and upland areas. Generally, the



Design approaches which utilize narrow streets on steep hills with extensive landscaping are encouraged.

FIGURE 7.1

Grading Concept

Specific Plan places emphasis on the integration of development with the natural landscape, in grading and landscaping, as well as through controlling the scale and character of fences, walls, and buildings. The overall concept is one of creating a gradual continuum between developed and undeveloped areas, blending one into another in the least intrusive manner as viewed from the road or San Ramon Valley Boulevard. As a consequence, development in the San Ramon Valley Boulevard area is concentrated along the boulevard, and away from the higher slopes and ridges. Grading would be primarily confined to slopes less than twenty percent, and attached and detached residential buildings would be encouraged to step with the slope in order to avoid wide stepped terracing of the landscape. The plan encourages the design of attached residential buildings within the higher density housing area to emulate large single family homes, when more than two units are attached.

In the San Ramon Valley Boulevard area, the intention is to bring together all of the separate properties into a visually coherent pattern, and not encourage the appearance of a series of discrete subdivisions along a strip, with their own individual entries, property walls and fences. Three major entries are shown at key locations and curb cuts along the boulevard minimized. In general, the development works off of a main collector road that is relatively narrow in width and which generally separates larger lot single-family residential uses to the west from higher densities along the boulevard. In addition, in this area, the intention is to develop creative solutions to the impacts of noise in outdoor areas, and minimize the appearance of long, high walls or steep embankments which tend to isolate the appearance of the community from the street and surrounding areas.

The Norris Canyon Road area is a different type of physical environment than the San Ramon Valley Boulevard area, and it demands its own special design response. With much steeper slopes, two approaches to grading have been set forth. In the area closer to Norris Canyon Road and in very steep areas, the plan encourages a more traditional hillside approach, where grading is accomplished primarily as a way of accommodating the street and the most minimal flat area adjacent to the road for a foundation. In extremely steep areas and where complicated cross-slopes occur, lot sizes would increase by 5,000 square feet to a minimum of 20,000 square feet. Streets would be allowed at an incline slope of up to 20 percent, which is permitted by the San Ramon Valley Fire Protection District.

Further back from Norris Canyon Road, in the area on and below the cross valley ridge, a more aggressive grading of the landscape may be allowed, involving the downcutting of a portion of the cross valley ridge and filling of the adjacent creek valley. This more aggressive approach to reconfiguration of the landscape would be permitted only after detailed design review to ensure the proposed grading plan meets the policies and guidelines of the Specific Plan. It would be only upon final review of specific development and grading proposals that development may be approved, and emphasis would be given to the evaluation of the way in which the cross valley ridge is regraded and integrated into the surrounding terrain; on the relationship of development to stream corridors; and the visibility and prominence of the project not only from San Ramon Valley Boulevard but from Norris Canyon Road and the main entry road to the area.

As shown on the Land Use Map for the Norris Canyon Road area, the development would be accessible from a looping collector road, with two points of access/egress. In general, roads are kept to the minimum width to reduce the need for grading and to maintain the rural character of the area.

In addition to these site specific considerations, the Plan also makes recommendations for generic design elements, such as the height, massing and footprint of buildings, as well as the treatment of walls, fences and open space areas. These design standards and guidelines are set forth in an appendix which accompanies this Plan.

Community Design Policies

Guiding Policies

1. Establish the highest quality in the design of the residential communities in the Westside, that respects the integrity of the landscape, reflects the unique qualities of special areas, and contributes in the most positive fashion to the identity of the City of San Ramon as a whole.

2. Encourage creative solutions which would integrate new development within the landscape of the Westside.

3. Concentrate development in areas which minimize their visual prominence from adjacent streets and San Ramon Valley Boulevard.

4. Create a coherent development pattern, unified by a larger organizational framework of streets and entries, open spaces and parks.

5. Encourage the development of a sequence of open space easements which provide visual access to upland hillsides and maintain an open and uncrowded feeling within the development areas.

6. Encourage the appearance of a welcoming residential community and avoid the use of gated entries as well as high walls and steep embankments on perimeter boundaries.

7. Encourage development that builds upon the hillside environment and avoids "flatland" grading approaches to building pads.

8. Keep building heights low relative to the street and step them down in relation to the topography.

9. Minimize the apparent bulk of buildings.

Design Policies

San Ramon Valley Boulevard Area:

1. Encourage a development pattern that is organized around a series of parks and open spaces on steep and undevelopable slopes, and which provide visual linkage to the upland landscape and high ridges (see Figure 7.2). Flexibility may be provided to allow development which extends beyond those areas which are identified as developable under the Resource Conservation Overlay District Ordinance. RCOD limitations in the tail ends of ridges, on slopes between 20 and 30 percent and in areas with little visual impact may be relaxed, if there are significant public benefits to be gained in establishing major visual corridors to the hills and breaks in the development pattern, to allow the natural landscape to come right to San Ramon Valley Boulevard.

The Plan discourages flat pads in hillside areas.

2. Minimize the appearance of a strip development comprised of a number of separate subdivisions, and instead create a coherent development pattern composed of buildings with complementary architectural character that relates to an internal and continuous collector street extending from Alcosta Boulevard to the northern portion of the site. (See Figure 7.3)

3. Minimize individual curb cuts to parcels, and emphasize major gateways to the development area at the northern and southern boundaries.

4. Generally utilize the internal collector as a transitional element, separating developed and undeveloped areas and residential areas of different densities.

5. Emphasize the development of lower densities in upland areas generally to the west of the internal collector for a more positive transition to the rural landscape.

6. Maintain a minimum setback of twenty feet (averaging 30 feet in width) along San Ramon Valley Boulevard for landscaping and to emphasize berms and slopes as opposed to free-standing walls as a way of mitigating noise impacts from the freeway.

7. Encourage a continuity of landscape and wall treatments along San Ramon Valley Boulevard and discourage the use of long, uninterrupted walls for privacy and/or sound mitigation (see Figure 7.4).

Norris Canyon Road Area:

1. Maintain a continuous setback of approximately one hundred feet along Norris Canyon Road.

2. Concentrate most of the development away from the road and at the southern end of the valley, where it can be concealed from view of the road and San Ramon Valley Boulevard (see Figure 7.5).

FIGURE 7.2

Hillside Design Guidelines:
San Ramon Valley Boulevard Area — Attached Single Family

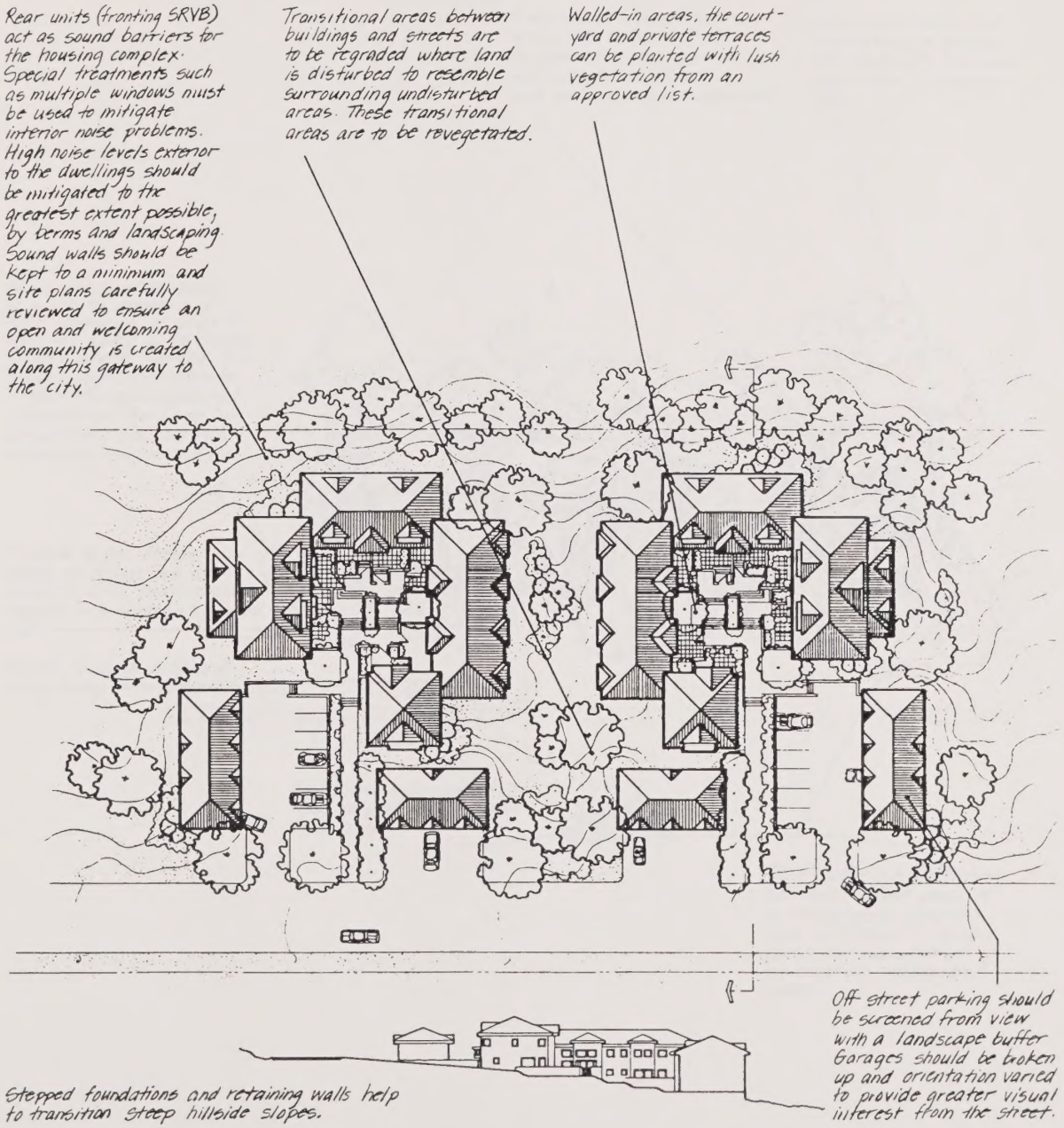

Rear units (fronting SRVB) act as sound barriers for the housing complex. Special treatments such as multiple windows must be used to mitigate interior noise problems. High noise levels exterior to the dwellings should be mitigated to the greatest extent possible, by berms and landscaping. Sound walls should be kept to a minimum and site plans carefully reviewed to ensure an open and welcoming community is created along this gateway to the city.
Transitional areas between buildings and streets are to be regraded where land is disturbed to resemble surrounding undisturbed areas. These transitional areas are to be revegetated.
Walled-in areas, the courtyard and private terraces can be planted with lush vegetation from an approved list.
Off-street parking should be screened from view with a landscape buffer. Garages should be broken up and orientation varied to provide greater visual interest from the street.
Stepped foundations and retaining walls help to transition steep hillside slopes.

FIGURE 7.3

Hillside Design Guidelines:
San Ramon Valley Boulevard Area — Detached Single Family

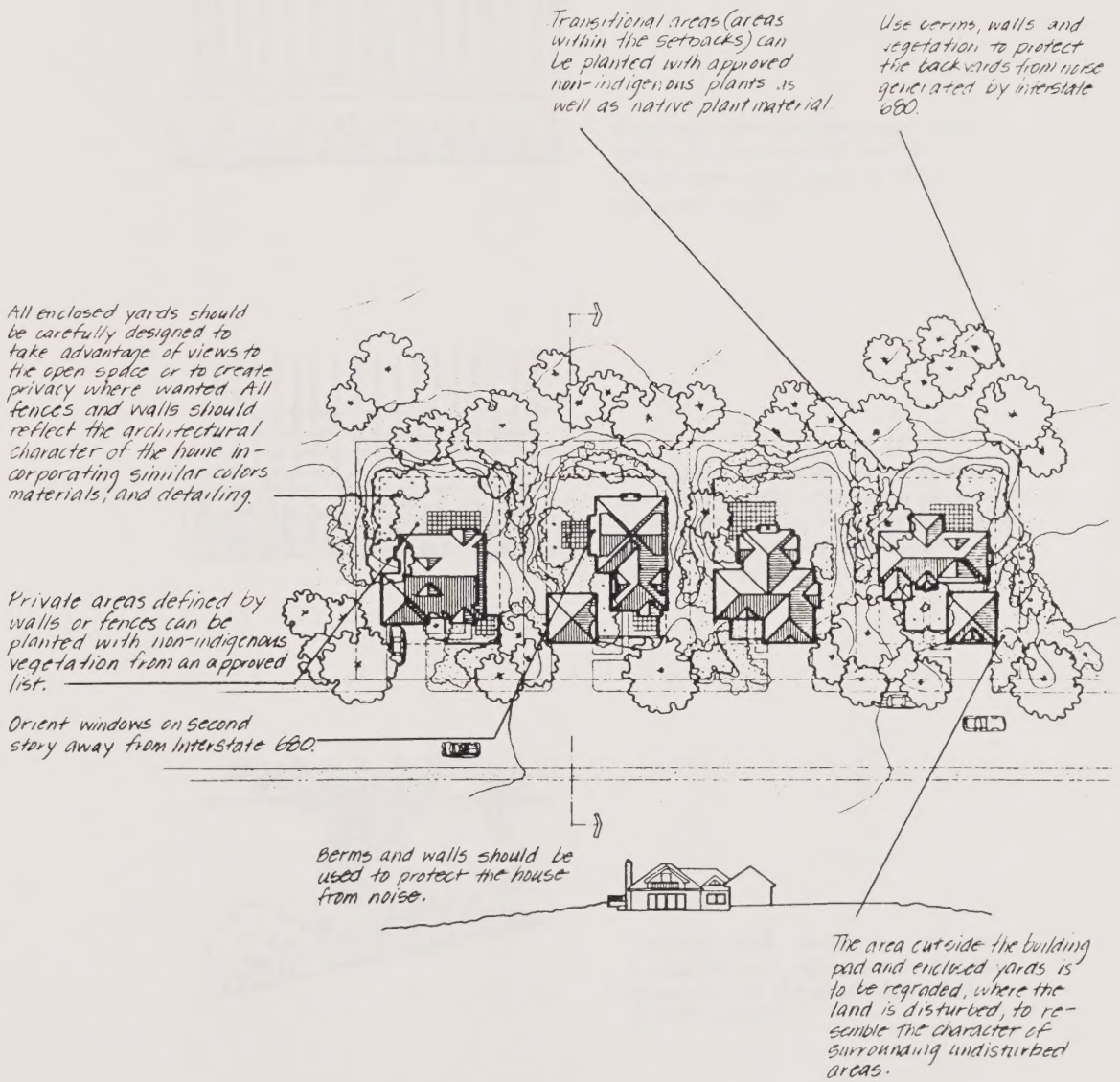
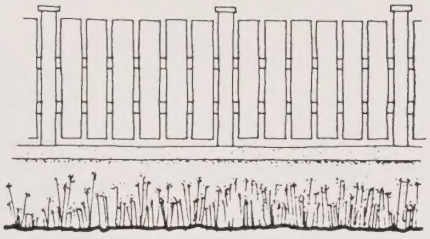
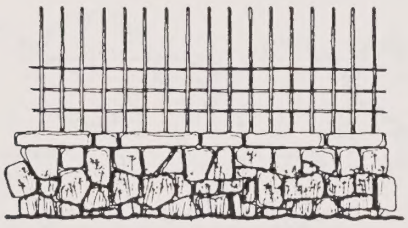

Transitional areas (areas within the setbacks) can be planted with approved non-indigenous plants as well as native plant material.
Use berms, walls and vegetation to protect the backyards from noise generated by Interstate 680.
All enclosed yards should be carefully designed to take advantage of views to the open space or to create privacy where wanted. All fences and walls should reflect the architectural character of the home incorporating similar colors materials, and detailing.
Private areas defined by walls or fences can be planted with non-indigenous vegetation from an approved list.
Orient windows on second story away from Interstate 680.
Berms and walls should be used to protect the house from noise.
The area outside the building pad and enclosed yards is to be regraded, where the land is disturbed, to resemble the character of surrounding undisturbed areas.

FIGURE 7.4

Alternative Wall Treatments

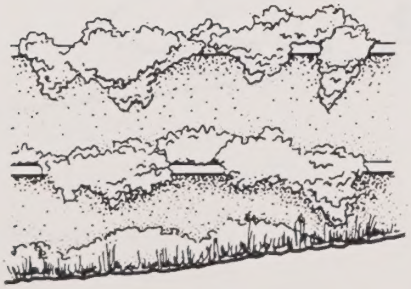


Encourage open fencing rather than walls for privacy and which incorporate short walls to help transition grade.



Use natural materials where possible that relate to the residential buildings. Encourage a family of wall and fence details that give richness and continuity to developed areas.

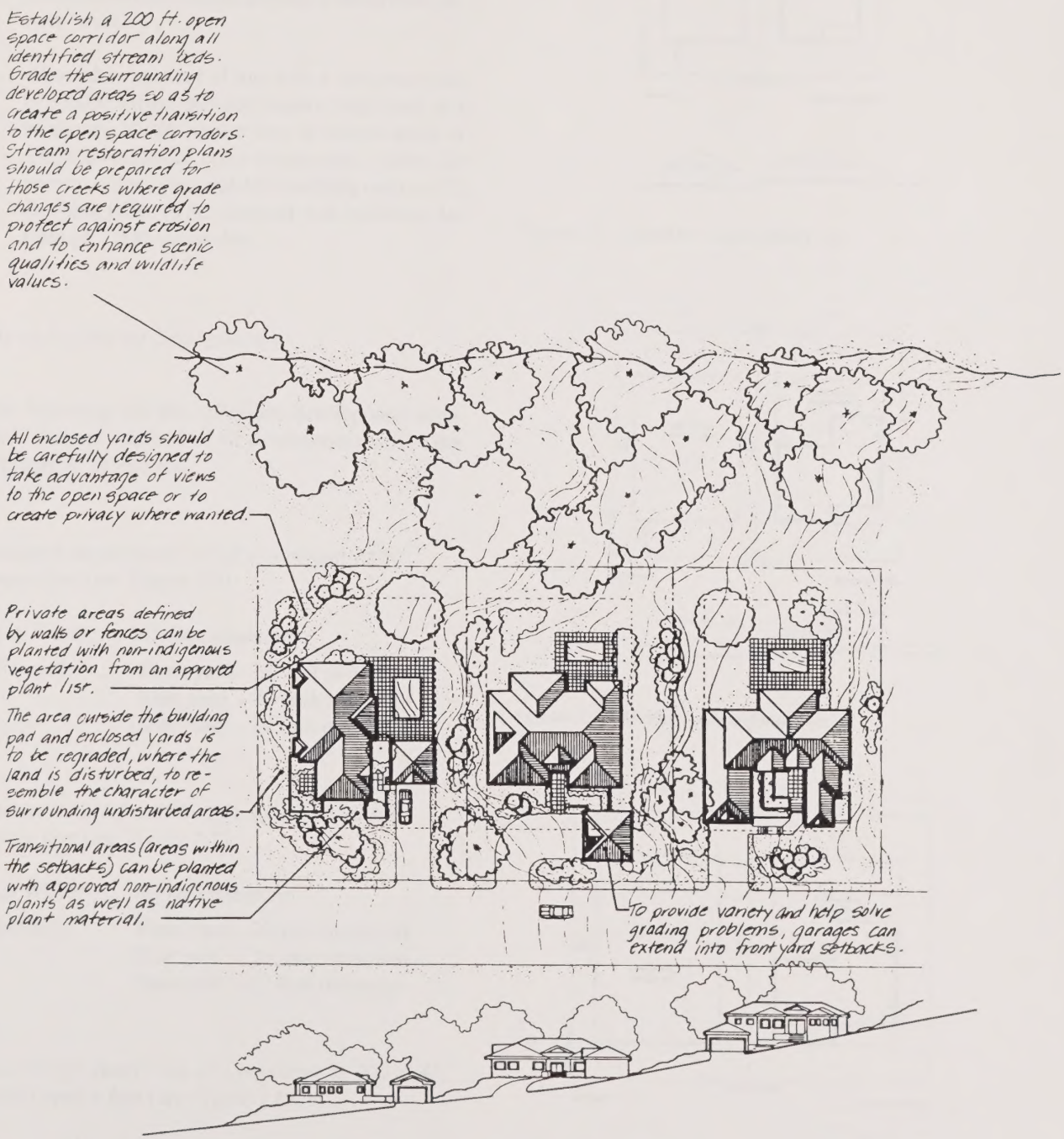
Retaining walls should be designed to incorporate plantings and allow views out to the landscape from private yards.



Step retaining walls where possible and use cascading plant materials to soften face of wall.

FIGURE 7.5

Hillside Design Guidelines:
Norris Canyon Road Area — Detached Single Family


Establish a 200 ft. open space corridor along all identified stream beds. Grade the surrounding developed areas so as to create a positive transition to the open space corridors. Stream restoration plans should be prepared for those creeks where grade changes are required to protect against erosion and to enhance scenic qualities and wildlife values.
All enclosed yards should be carefully designed to take advantage of views to the open space or to create privacy where wanted.
Private areas defined by walls or fences can be planted with non-indigenous vegetation from an approved plant list.
The area outside the building pad and enclosed yards is to be regraded, where the land is disturbed, to resemble the character of surrounding undisturbed areas.
Transitional areas (areas within the setbacks) can be planted with approved non-indigenous plants as well as native plant material.
To provide variety and help solve grading problems, garages can extend into front yard setbacks.

3. Provide for two means of access and egress to the Norris Canyon Road area and encourage interlocking roadway loops to increase accessibility to parcels.

4. Minimize alteration and grading within creek setback areas.

5. Allow development of lots with a minimum size of 15,000 square feet and require larger lots of a minimum 20,000 square feet in steeper areas or where complicated cross-slopes exist. Allow 20 percent of the estimated 450 dwelling units, or 75 dwelling units, to be clustered with minimum lot sizes of 7,000 square feet.

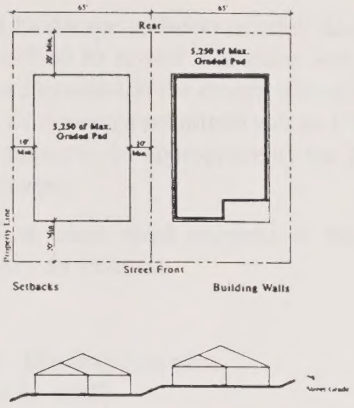


Figure 7.6 Standard single-family lot

Development Standards

The following are the minimum development standards that are required of all development within the appropriate categories.

Standard single-family lot of a minimum 7,000 square feet (see Figure 7.6):

Lot Width:	65 foot minimum
Setbacks:	Front yard - 20 foot minimum Rear yard - 20 foot minimum Side yard - 10 foot minimum

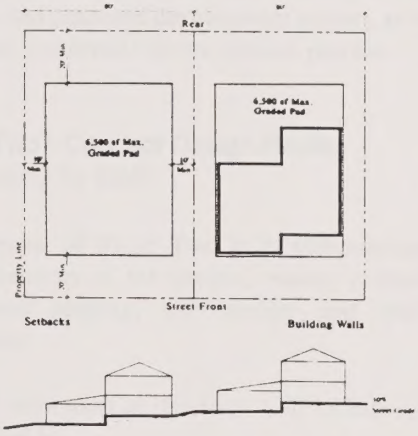


Figure 7.7 Medium single-family lot

Medium single-family lot of a minimum 10,000 square feet (see Figure 7.7):

Lot Width:	80 foot minimum
Setbacks:	Front yard - 20 foot minimum Rear yard - 20 foot minimum Side yard - 10 foot minimum

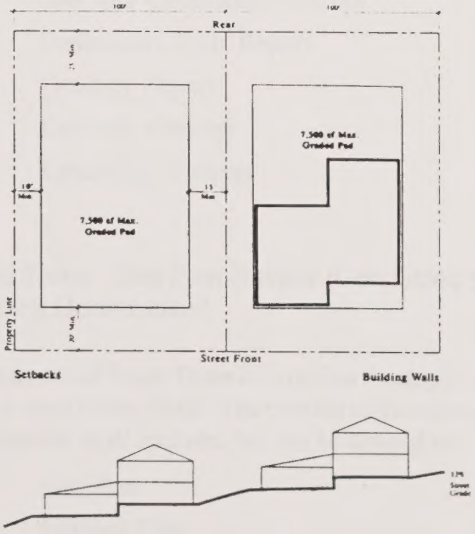


Figure 7.8 Large single-family lots

Large single-family lots of a minimum 15,000 and 20,000 square feet (see Figure 7.8):

Lot Width:	100 foot minimum
Setbacks:	Front yard - 20 foot minimm Rear yard - 25 foot minimum Side yard - 10 foot and 15 foot minimums

Exceptions to Standards

Front yard setbacks can be reduced to 18 feet with roll-up garage doors. They may also be reduced to 10 feet for side entry garages, which can straddle the property line with a shared driveway. In areas designated for light grading, reduction of front yard setbacks would be permitted upon design review.

Rear yard setbacks need not apply if there is no adjoining rear residence.

Development standards for senior housing, multi-family housing, retail shopping and height limits for all residential and commercial buildings are the same as those set forth in the City's Zoning Ordinance.

Design Review Procedures

The special qualities of the hillside landscape and its role in giving structure and identity to the City make the character of land forms, the alignment of roads, layout of individual parcels, and the design of specific buildings of particular importance to the successful implementation of the Specific Plan. Design review will be based on the design guidelines and development standards contained in the Specific Plan and in the Appendix, but may be augmented by specific issues of community concern and other design guidelines established by the City as a whole. Stages One and Two will be undertaken primarily by City staff, Stage Three will be with the Planning Commission, and Stage Four (building review) will be reviewed with the Architectural Review Board. In addition, the services of a landscape architect or other design professional qualified to review site plans and grading should be used to assist in the design review process. The scale of all drawings submitted will be 1"= 40', or a scale determined to be appropriate by the Planning Services Manager.

There are four basic steps required in the design review process, as follows:

Narrow streets and informal landscaping can create a residential environment that fits into its surroundings.

Stage One - Briefing Session (Conducted by staff)

In this preliminary stage, applicants would hold a meeting with City staff to discuss the development standards and design guidelines relevant to the specific site and proposed development project, as well as to discuss a schedule for the review process.

Stage Two - Concept Design Review (Conducted by staff)

The purpose of Stage Two is to communicate the major concepts of the project, related primarily to conceptual grading, site design and landscape treatment.

Specific submittals at this stage will include, but are not limited to:

- Existing Conditions Map
- Slope Map
- Site And Circulation Concept
- Preliminary Soils Report
- Geology Report
- Drainage Concept
- Landscape Concept

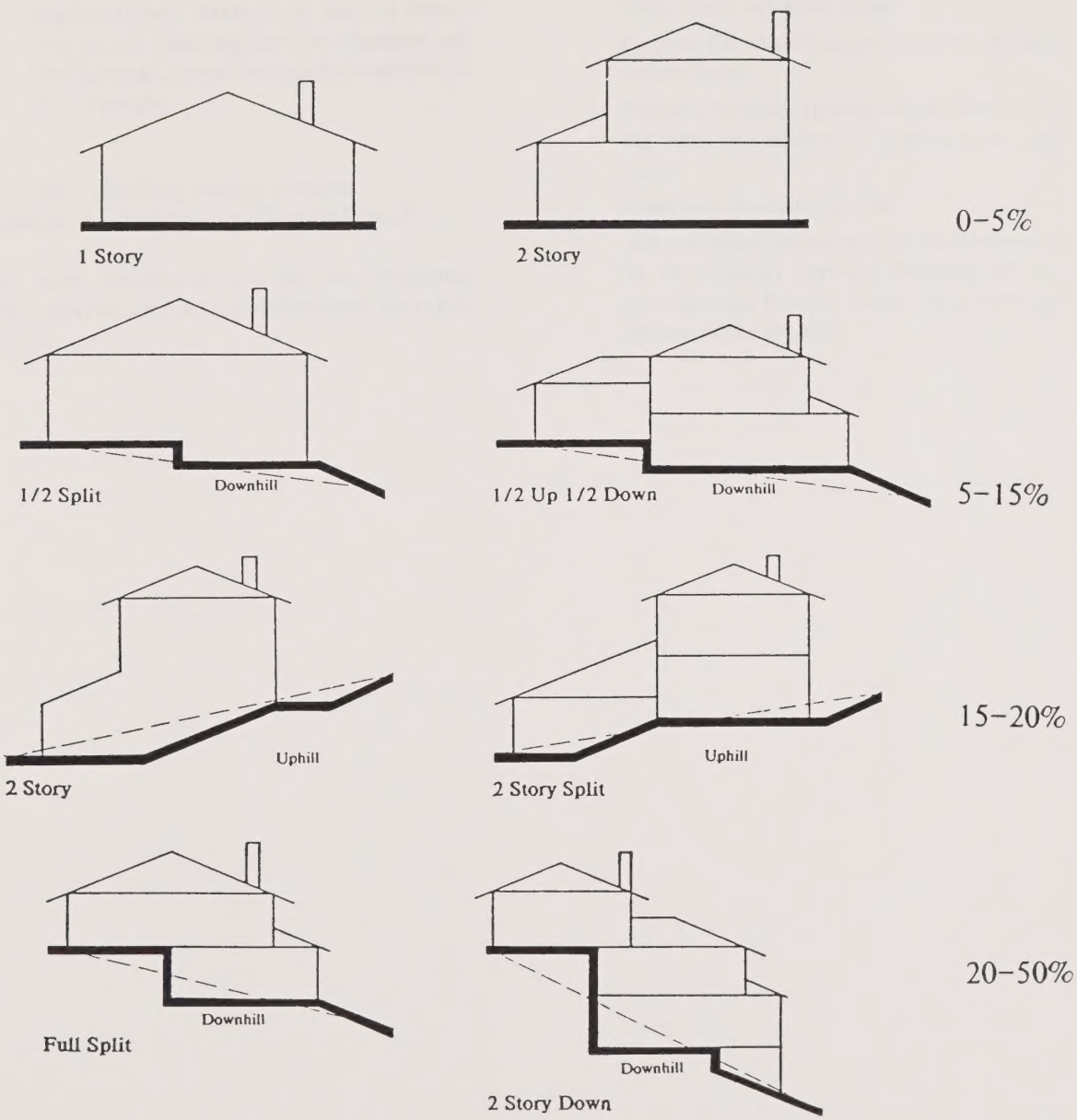
Stage Three - Site Plan Review (Conducted by Planning Commission)

The purpose of Stage Three is to review the applicant's plan in significant detail. The content of the submittal information shall include, but not be limited to:

- Site Plan
- Grading Plan
- Preliminary Landscape Plan
- Preliminary Fences, Hedges and Walls Plan

FIGURE 7.9

Hillside Building Forms



Perspective Sketch/Renderings

Site Model

Visual Simulation Analysis

Any additional information deemed necessary by the Planning Services Manager and the Planning Commission for a thorough review of the project.

Stage Four - Building Design Review (Conducted by Architectural Review Board)

In this stage, building review will be completed. Specific submittals at this stage will include, but not be limited to:

Final Landscape Plan

Final Fences, Hedges and Walls Plan

Perspective Sketches/Renderings

Floor Plans and Roof Plans

Exterior Elevations (keyed to a color and materials board)

Building Section(s) if necessary to show building form in response to ground plane and slope

Color and Materials Board

Any additional information deemed necessary by the Planning Services Manager and the Architectural Review Board for a thorough review of the project.

CHAPTER 8 Public Services and Utilities

Sanitary Sewer

A portion of the Westside Planning Area (within Bishop Ranch Open Space) is currently within the boundary of the Central Contra Costa Sanitary District (CCCSD) (See Figure 8.1). An area along San Ramon Valley Boulevard in the southeast portion of the site is presently within the Dublin San Ramon Services District (DSRSD). The remainder of the site is not within any sewer district's current service area, and would therefore require annexation to the appropriate district for the provision of sanitary sewer service.

Central Contra Costa Sanitary District (CCCSD)

The CCCSD has existing mains near the planning area boundary, but extensions of these mains would be needed to reach development along Norris Canyon Road. A Sewer Capacity Study will be performed by the District to determine if upsizing of existing mains will be required due to development in this area. This study will be based on flow from the Westside area and remaining infill development allowed by the General Plan.

The treatment plant for the CCCSD currently has an average dry weather flow capacity of 45 million gallons per day (MGD). The present flow to the plant is 35.2 MGD based on recent data. Based on historical connection rates within the District, it appears that adequate capacity will be available until the mid-1990's.

The CCCSD would provide service for the northern portion of the site, although the northern portion of the site is not within the existing service area of CCCSD. To provide sewer service to this area, it will be necessary to annex the contributing watershed to the District. The annexation of this area would likely be coincident with the City of San Ramon's annexation of the Westside. This action would require the approval of both the CCCSD Board of Directors and the Local Agency Formation Commission (LAFCo). Annexation charges would be paid on the annexed land in order to equalize the investment in major facilities throughout the District.

Upgrading of existing facilities necessary to provide service to the newly annexed area would be based on the capacity study conducted by the District. All upsizing of existing mains would be done by the District, and costs would be funded by new fees and charges to the development responsible for the increased flow.

A new sewer main will be required on Norris Canyon Road to serve development in the higher elevations. This main would be installed by the first builder in the area. If this new main provides service to property other than that owned by the installer, the prorated value of that service would be determined and collected by the District and collected charges would then be rebated to the initial installer of the main. Connection fees would be charged by the District for all new development. The Board of Directors is considering a revision to the existing fee structure for connections, and a new facilities charge will be the likely result.

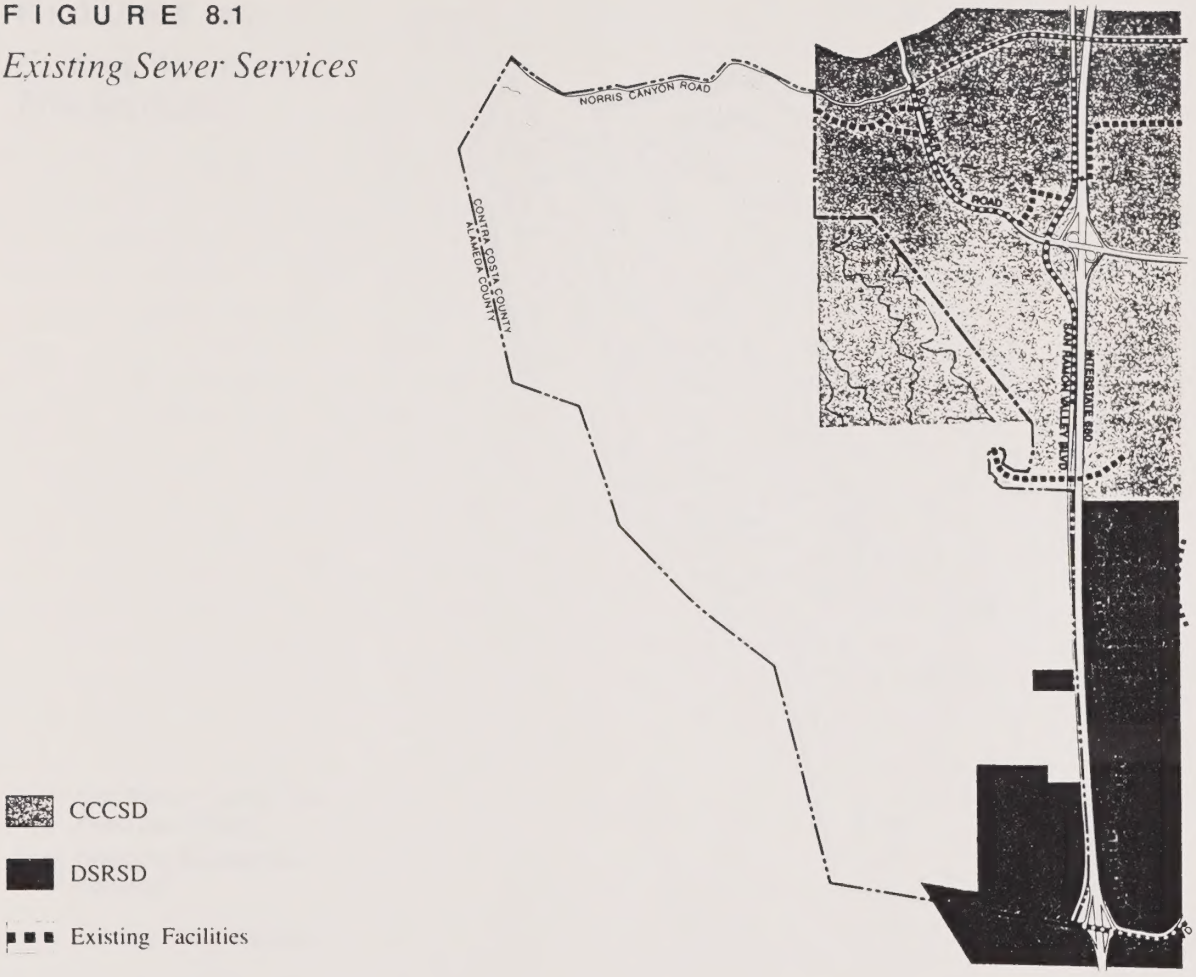
The use of pump stations for proposed development of this area is strongly discouraged by the District. All other forms of conveying flow shall be examined before presenting the option of pumping. The decision to allow a pump station will be made by the Board of Directors, after petition from the builder.

Dublin San Ramon Services District (DSRSD)

The DSRSD would provide sewer service to the southern portion of the Westside. There are limited facilities provided by the District within the project area, and most existing sewer mains are located on the east side of Highway 680. Connections to these facilities would be possible at freeway crossings for Pine Valley Road and Alcosta Boulevard. Mains could then be extended on San Ramon Valley Boulevard to serve development. It is uncertain if these mains have

FIGURE 8.1

Existing Sewer Services



additional capacity for development, and capacity studies will need to be performed prior to connection.

Sewage flow within the DSRSD boundary is treated at the Dublin San Ramon Wastewater Treatment Plant located in Pleasanton. The plant has recently been expanded to accommodate 6,000 new single-family units at 220 gallons per day (GPD) per unit. Currently, there are approximately 3,600 connections left, and these will be given on a "first come, first serve" basis to properties that are currently within the Dublin San Ramon Services District boundaries.

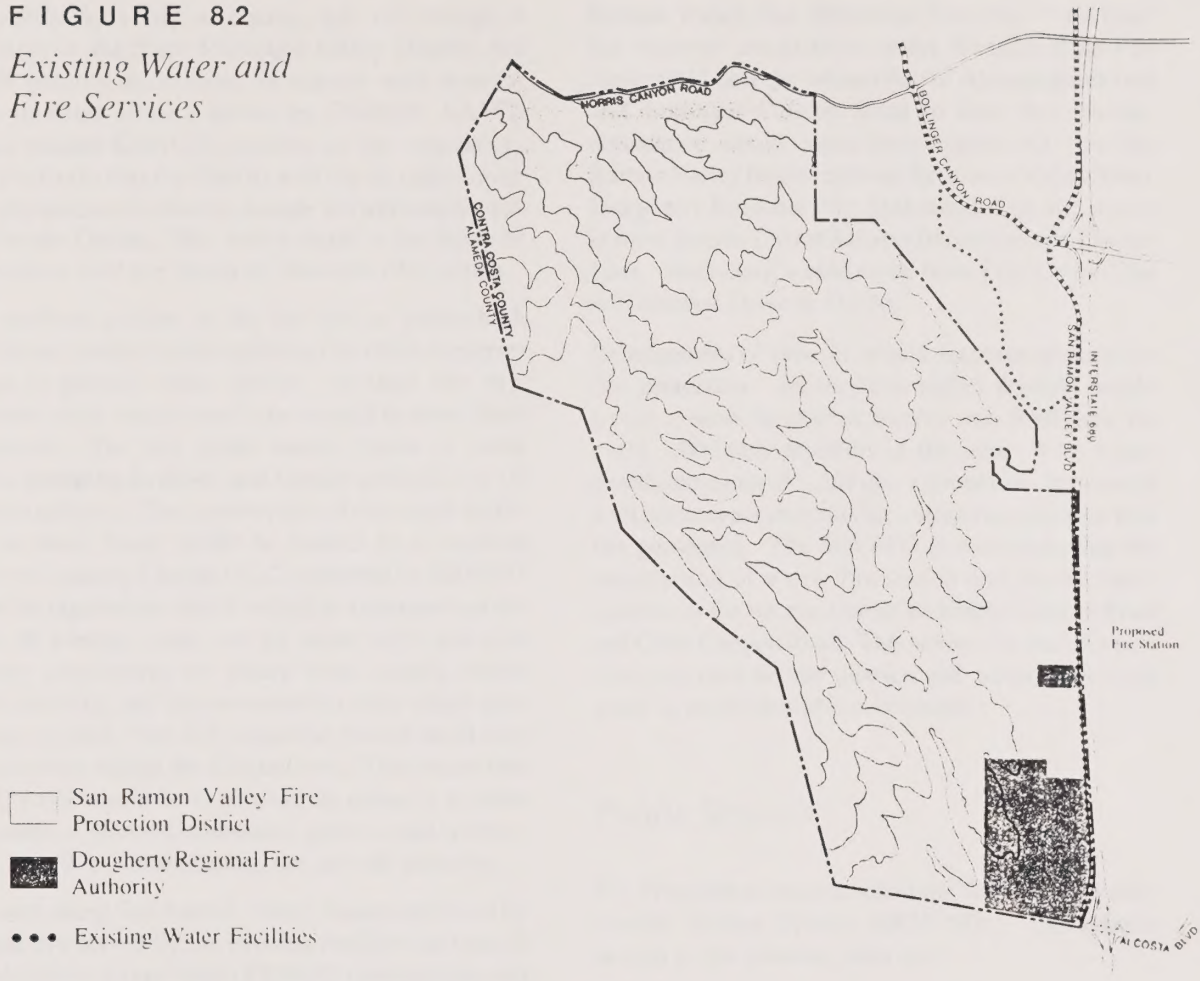
The southern portion of the Westside area will require annexation to the DSRSD, in order to provide sewer service to future development. Annexation could occur for individual properties, with the owner supplying all required documentation for the process, or the entire contributing watershed could be annexed as a part of the City of San Ramon annexation process. Annexation fees would be charged to the land to equalize major facilities expenditures and annexing costs.

Capacity studies of the existing mains would be required by the District to determine if upsizing might be needed. These studies would be performed by the builder for the contributing flow from its development, and the study would be reviewed by the District. Any upsizing of existing mains would be done by the developer, and a rebate policy for later connections could be arranged.

New sewer mains would be required along San Ramon Valley Boulevard for connection to the existing systems at Pine Valley Road or Alcosta Boulevard. These mains would be installed by the initial developer, and subsequent connections to these mains by other users could be charged and collected for as rebate to the installer. Connection, plan check, and inspection fees would be charged by the District for all new development.

FIGURE 8.2

Existing Water and Fire Services



Water

The southeastern portion of the Westside area is currently within the service boundary of the East Bay Municipal Utility District (EBMUD) (see Figure 8.2). This area is adjacent to San Ramon Valley Boulevard. The remainder of the site is contiguous to, but not within, the ultimate service boundary for EBMUD.

The existing distribution system within the Westside area contained within EBMUD's service boundary consists of two pressure zones. The first zone covers the elevations of 450 to 650 feet, and is named the San Ramon Zone. The Derby Zone is the second zone, and it serves elevations of 650 to 850 feet. There are existing facilities within the San Ramon Valley Boulevard area that are in the San Ramon Zone, and could therefore serve development to the 650 elevation in this area. The remaining site does not have nearby existing mains, and has elevations greater than those allowed by the two pressure zones.

The water demand generated by development in this area would be approximately 1.0 MGD. This represents less than 0.5 percent of the current demand of the district. This increase in demand could easily be accommodated by the current water supply system during normal years.

The areas to be developed within the Westside but outside the District's current area would require annexation to EBMUD in order to provide water service. On May 9, 1989, the District adopted a policy that prohibits all annexations outside EBMUD's ultimate service boundary. This policy places a great hardship on development of the majority of the Westside land. All annexations to EBMUD are under the jurisdiction of LAFCo of Alameda County. The District usually relinquishes jurisdiction to LAFCo of Contra Costa County for annexations within that county. Annexations of territory may occur by (1) resolution by EBMUD Board to make application to LAFCo, (2) petition by property owner to LAFCo, (3) application

to LAFCo by a city or county, and (4) through a provision in the State Municipal Utility District Act which permits annexations in concert with annexations to cities already served by EBMUD. LAFCo would request EBMUD's position on the annexation, and it is likely that the District will file an objection to stop any annexation of areas outside the ultimate boundary for the District. This would result in the delay of annexation until the Board of Directors lifts its ban.

The northern portion of the site that is within high elevations would require significant facilities improvements to provide water service. At least two new pressure zones would need to be created to serve these elevations. The new zones would consist of water mains, pumping facilities, and storage tanks (0.5 to 1.0 million gallons). The construction of the major facilities in these zones would be funded by a separate System Capacity Charge (SCC) imposed by EBMUD under its regulations, which would be calculated on the basis of average water use by meter size, and also include components for future water supply, water main upsizing, and improvements in other zones supplying the area. The SCC would be placed on all new development within the affected area. This means that the District would be expanding its capacity to meet the needs of planned community growth, and is therefore growth accommodating, not growth inducing.

The area along San Ramon Valley Boulevard could be adequately served by the existing facilities as long as development is kept within EBMUD's service area and below the 650-foot elevation. For building above this point, a new pressure zone would need to be constructed in a similar manner to the northern area. All development would be required to pay the established SCC for EBMUD Region 7, unless new major facilities are required to serve the area.

The cost of water service would also include water mains, fire hydrants and service connections as required by EBMUD regulations, rates, and charges.

Police and Fire Protection

Most of the Westside is currently served by the Contra Costa County Sheriff's Department. When development occurs and the entire site is annexed into the City of San Ramon, police protection will be provided by the City of San Ramon Police Department.

The project site is currently served by the San Ramon Valley Fire Protection District (SRVFPD) and the Dougherty Regional Fire Authority (DRFA). The San Ramon Valley Fire Protection District's "First Due" fire response would arrive at the Westside from Fire Station #34 near the intersection of Alcosta Boulevard and Bollinger Canyon Road in East San Ramon. Assistance would come from Station #31 on San Ramon Valley Boulevard near Sycamore Valley Road. Dougherty Regional Fire Authority's first due engine is from Station Two at Alcosta Boulevard and Fircrest Lane. Assistance would come from Fire Station One on Donahue Drive in Dublin.

Development of this site would increase demand for fire protection. Serving this added demand would create a need for approximately one firefighter for every 1,000 new residents in the area. With a proposed unit count of 1,289 and a population increase of 2.99 persons per unit, this area would require four new fire personnel. The SRVFPD is recommending the construction of a new fire station and district headquarters at the intersection of Bollinger Canyon Road and Crow Canyon Road. This station is a part of a new five-year plan for the district, and would ultimately assist in protection of the Westside.

Public Schools

The Westside is located within the San Ramon Valley Unified School District (SRVUSD). The schools nearest to the planning area are:

Neil Armstrong School (Grades K-6)

Bollinger Canyon Elementary School (Grades K-6)

Twin Creeks Elementary School (Grades K-6)

Country Club School (Grades K-6)

Pine Valley Intermediate School (Grades 7-8)

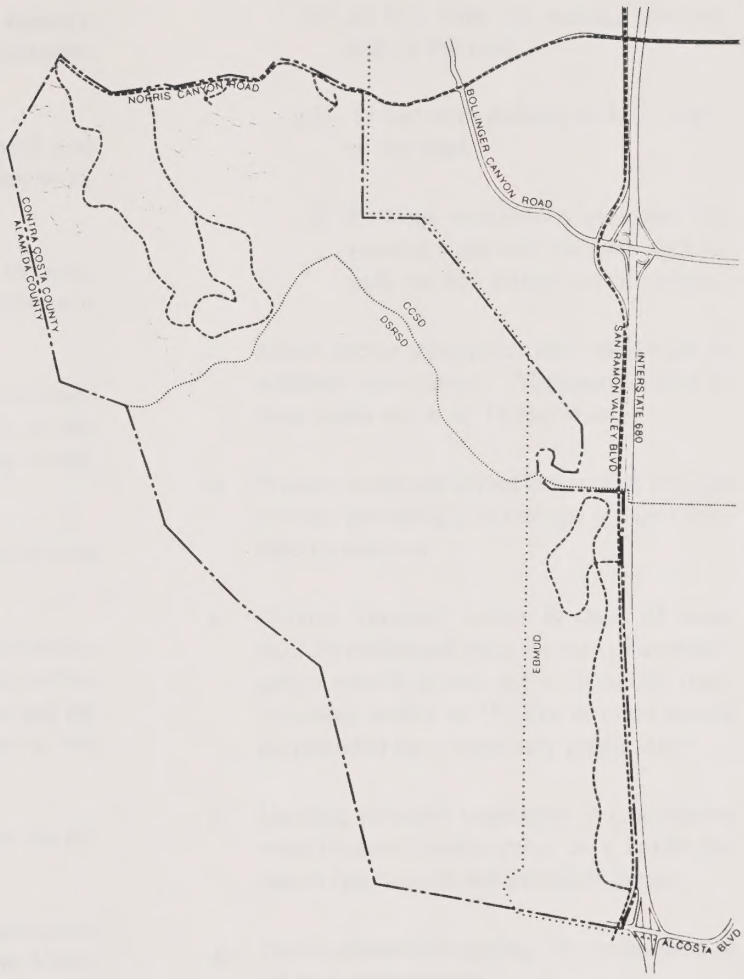
California High School (Grades 9-12)

While the average number of school children per household has been decreasing in the San Ramon area, the population growth has caused an increase in school enrollment. At the present time, this growth would bring the schools close to their capacity.

The SRVUSD's future plans include two new intermediate schools (one on the west side of I-680 and the other in Dougherty Valley), the expansion of two elementary schools, and the expansion of California High. When a new intermediate school is constructed, the District plans to change to 6-8 grade middle schools, freeing up additional space in the

FIGURE 8.3

Utility Services Plan



Ultimate Boundary
CCCSD & DSRSD

EBMUD Boundary

Proposed Water and Sanitary Sewer (Illustrative)

Water Line:
Main Streets 8"
Short Cul-de-sacs 6"
Norris Canyon Road 12"
San Ramon Valley Blvd 12" (existing)

Sanitary Sewer:
Main Streets 8"
Cul-de-sacs 8"
Norris Canyon Road 10"
San Ramon Valley Blvd 10"

Water Storage:
300,000 Gallon storage tanks every 200' vertical feet (starting at 750' elevation)

existing elementary schools. However, none of these actions are a direct result of development in the Westside planning area.

Energy, Telephone, Cable Television

Electricity and natural gas will be supplied to the Westside by Pacific Gas & Electric Company (PG&E). Existing gas and electric facilities are located near the area.

Pacific Bell provides telephone service to the San Ramon area. Existing facilities are located on San Ramon Valley Boulevard and within the developed area adjacent to the northeastern portion of the site.

The Westside area lies within the service boundary of Viacom Cablevision. Existing facilities are located within the Westside area.

Public Services Policies

1. Annex the northern portion of the site (development area only) to CCCSD, and the southern portion (development area) to DSRSD, as appropriate, to provide service to these areas.

2. Extend sewer improvements to the site in accordance with the requirements of the relevant sewer districts. (See Figure 8.3.)

3. Allow the consideration of alternative sanitary treatment facilities such as package treatment plants.

4. Locate all new sewer lines underground and within the street rights-of-way with easements over public lines on private property.

5. Apply special standards, as required by the relevant district, for construction of sewer facilities in hillside areas.

6. Pursue the annexation of the proposed development areas of the Westside to EBMUD, as the logical and only provider of water service within the area.

7. Provide new water facilities in accordance with EBMUD standards and requirements.

8. Locate a new reservoir so that the overflow elevation is 100 feet above the nominal upper service limit of the fully developed pressure zone and the new pressure zone will normally cover a two hundred foot elevation band.

9. Utilize water conservation approaches in the design of all new water facilities.

10. Provide a new fire station near the intersection of San Ramon Valley Boulevard and Pine Valley Road to better serve development in the Westside.

11. Ensure that all development within the Westside conforms to the applicable fire codes and development standards of appropriate fire districts.

12. Ensure that the development includes fire protection features such as the following:

    a. The capability to provide not less than 1,500 GPM at 20 PSI fire flow from EBMUD hydrants on all engineered public water mains.

    b. Provide fire apparatus access roads meeting the following criteria:

        i. Maximum 20 percent street slope, grooved concrete or rough asphalt for short stretches of road over 15 percent.

        ii. Minimum road widths of:

            (1) 20 feet with "no parking" on both sides of the road.

            (2) 28 feet with "no parking" on one side of the road.

            (3) 35 feet with parking on both sides of the road.

            (4) Parking restrictions indicated by posting signs and red curb with labels per fire district specifications.

    c. Allow access throughout the subdivision to wildland open spaces. Minimum entries to these areas are to be 12 feet wide.

    d. Prohibit dead-end streets longer than 150 feet without providing a cul-de-sac or other suitable turnaround.

    e. Provide auxiliary access to areas of more than 26 residential units by way of an emergency vehicle access and a secondary road. Auxiliary access to 75 units or more should be provided by a secondary public street.

    f. Use fire resistive vegetation in conjunction with irrigated landscaping, as a buffer between open space and inhabited areas.

    g. Non-combustible roofing should be used in all new construction.

13. Expand police services to include the addition of approximately four officers, two patrol vehicles and adequate support and administrative staff, and create an additional beat for the department with a response time of four to six minutes for "Priority 1" calls.

14. Incorporate Police Department recommendations regarding design aspects of development that affect traffic safety and crime prevention in all new development.

15. Cooperate with the SRVUSD in planning for new facilities through the dedication of new school sites and/or development fees to ensure that adequate classroom space is available prior to allowing development of this area.

16. Coordinate with Pacific Gas and Electric, Pacific Bell and Viacom in planning and scheduling future facilities which will serve the development.

CHAPTER 9 | *Hydrology*

Introduction

The drainage element of the Specific Plan integrates the interrelated concepts of drainage, flood control, sediment transport, and creek channel erosion, while preserving the riparian values of the natural creek system. Specific drainage plans created for pro-posed development must include the following elements:

- On-site drainage of stormwater which prevents flood hazards or drainage problems to the proposed project.
- Methods that prevent any increase in off-site flood hazards.
- Methods and practices that prevent on-site damage from creek channel and bank erosion.
- Methods and practices that prevent any increase in off-site sediment transport which would cause culvert blockage or channel aggradation.
- Methods and practices that preserve existing flow rates in creeks to maintain riparian values.
- Long-term management plans for the creek system to prevent erosion damage, maintain flow capacity, provide access where desired, and maintain riparian vegetation.
- Multiple-use detention basins that accommodate recreation and open space, as well as hydrologic functions and wildlife values.

The hydrology of the Westside under existing conditions, the capacity of off-site and on-site hydraulic structures, the incised nature of the existing system, and the potential impacts of the proposed development and alternatives are described in great detail in previously published technical reports. The following section describes the proposed drainage concept in response to predicted impacts during major flood events.

Drainage Concept

Norris Canyon Road Area

In the Norris Canyon Road area, setbacks would be maintained to the extent possible on both sides of the existing, deeply incised creeks in order to maintain riparian values, and prevent erosion damage to the proposed homes. The drainage improvements would minimize the filling or grading of creek systems.

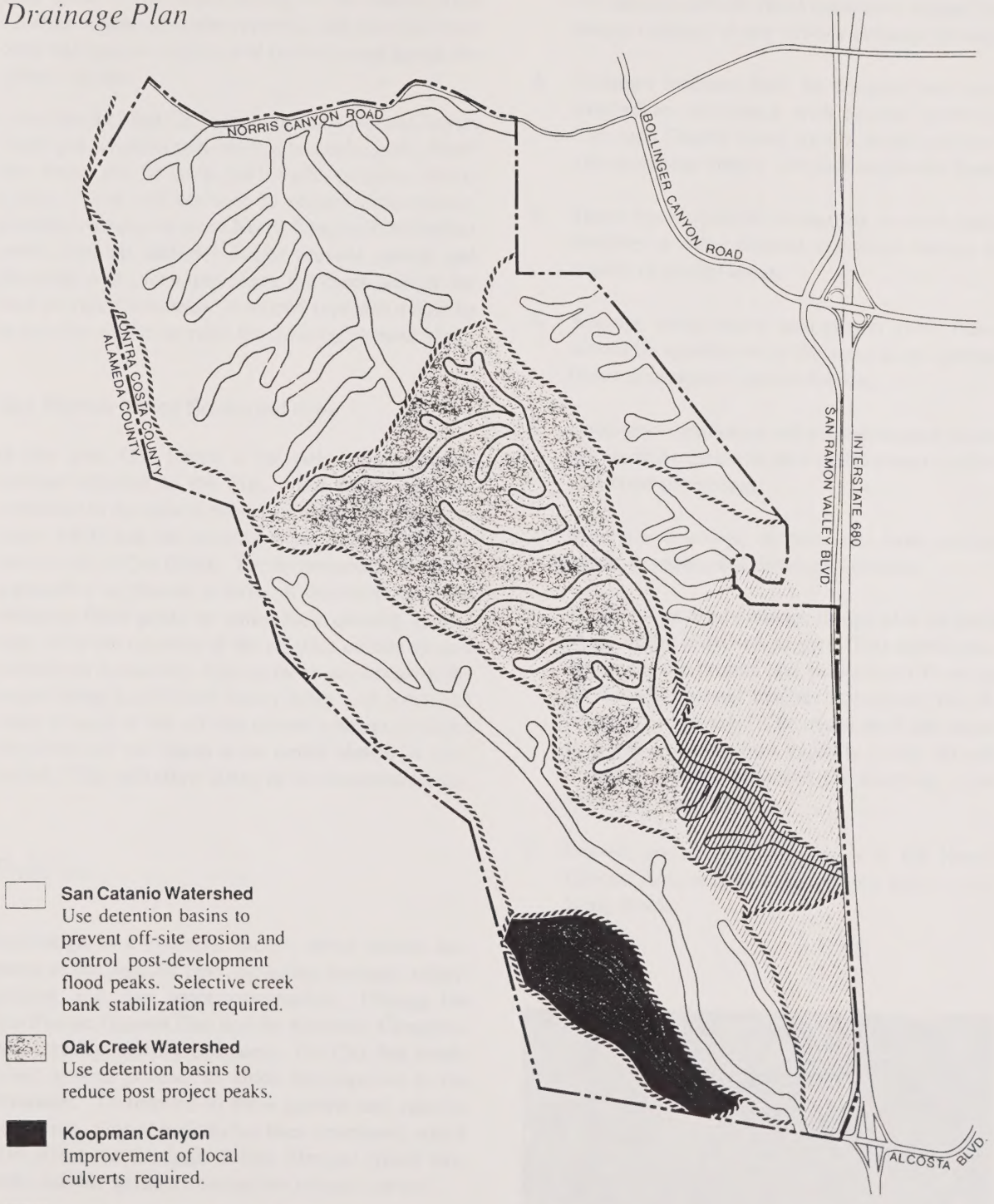
The layout of the proposed storm drain system is intended to accomplish the following (see Figure 9.1):

- Produce no net increase in off-site peak flood flows from the Westside area. Detention basins would be provided to reduce flood peaks.
- Maintain flows in the creeks at existing rates.
- Provide energy dissipators at creek discharge locations to prevent channel erosion.
- Prevent further channel degradation at creek crossing locations. Create approximately 10 feet of channel aggradation in San Catanio Creek along Norris Canyon Road (where the channel has incised 30 to 40 feet).

To accomplish the above goals, the Plan provides for detention basins which would, during the construction phase of the project, be specifically designed to serve as sediment basins, trapping eroded soil from the project areas. Following completion of the project, deposited sediment would be excavated to provide storage volume and the outlet control structure modified to function as flood detention basins. All outlet structures and box culverts will be sized to pass the 100-year flood safely, assuming 20 percent debris blockage. The storm drain layout would be designed to allow continued flow in the creeks at approximately the existing flow volumes, with excess runoff from the developed areas discharged directly to the detention basins. Where storm drains discharge directly to the

FIGURE 9.1

Drainage Plan


NORRIS CANYON ROAD
BOLLINGER CANYON ROAD
CONTRA COSTA COUNTY
ALAMEDA COUNTY
SAN RAMON VALLEY BLVD
INTERSTATE 680
ALCOSTA BLVD
San Catanio Watershed
Use detention basins to prevent off-site erosion and control post-development flood peaks. Selective creek bank stabilization required.
Oak Creek Watershed
Use detention basins to reduce post project peaks.
Koopman Canyon
Improvement of local culverts required.
San Ramon Valley Boulevard
Detention basins required. Local culverts upgraded.
Stream Corridor
Watershed Boundary

creeks, energy dissipators would be required to prevent scour. The exact sizing of the storm drain culverts, detention basin volumes, and calculation of other site-specific criteria will be conducted during the project design.

In the reach of San Catanio Creek along Norris Canyon Road, past channel incision has created a gully 30-40 feet deep. As the steep gully banks collapse, Norris Canyon Road will continue to require maintenance. One alternative is to move Norris Canyon Road further north (into the hillside) and/or provide gabion and retaining wall protection along the creek-side of the road at critical locations. A second approach would be to stabilize and even raise the existing channel bed.

San Ramon Valley Boulevard Area

In this area, Oak Creek is the only major riparian corridor affected by the Plan. The major drainage constraint in this area is the size of the existing culverts under I-680 and the existing flood hazards off-site, particularly in Oak Creek. The recommended solution approach is to provide a series of detention basins to attenuate flood peaks to either their existing magnitude, or to the capacity of the existing culvert system (whichever is smaller). During the actual design of the project along San Ramon Valley Boulevard, a detailed study of each of the off-site culvert systems between Westside and the storm drain outlet should be conducted. This will allow sizing of the detention basins.

Policies

Hydrologic and hydraulic factors affect several elements of the Specific Plan, including drainage, safety, grading, and open space/conservation. Through the San Ramon General Plan and the Resource Conservation Overlay District Ordinance, the City has established several policies to guide development in the Westside. To respond to these general and specific guidelines, a set of policies has been developed, which also affect the Geologic Safety Element (flood hazards) and the grading concept for erosion control.

Drainage

1. Post-project peak flood discharge rates in San Catanio Creek (Norris Canyon Road Area) shall not exceed existing discharge conditions.

2. Peak flood discharge rates in other creeks shall not increase off-site flood hazards or exceed the design capacity of any off-site drainage facility.

3. Drainage facilities shall be designed and constructed in accordance with Federal (FEMA), City, and County flood control policies to provide protection from a 100-year magnitude flood.

4. Storm water shall be discharged to storm drain facilities or water coursed to prevent damage to natural or graded areas.

5. Average rainy season post-project creek flows should be approximately the same as pre-project flows to maintain riparian habitat.

6. Long-term monitoring and maintenance of drainage facilities should be provided to ensure continued flood protection.

7. Minimize discharge of pollutants from surface runoff to creeks and drainage facilities.

8. Require a detailed drainage design plan for each phase of the proposed project. This report must document pre-project and post-project flows in the critical channel reaches throughout the affected Westside area. The report shall also document the available flow capacity in any off-site drainage systems proposed for discharge from Westside projects.

9. Provide on-site detention basins in the Norris Canyon Area to reduce post-project flows to existing levels.

Creeks are valuable scenic and ecological resources.

Sensitive treatment of creekside conditions can enhance the quality of riparian environments.

10. Provide on-site detention in the San Ramon Valley Boulevard areas of development to prevent downstream flood hazards. Other drainage solutions which also address issues of sediment transport, erosion, water quality, visual and biotic resources which are acceptable to the City and regulatory agencies would be considered. Maximize pervious surface areas in the multi-unit residential and commercial areas.

11. The lower reaches of Oak Creek west of San Ramon Valley Boulevard are subject to overbank flow during a major storm. New structures in this area should be adequately set back and elevated.

12. In the Norris Canyon area, design the drainage system to allow continued discharge to the creeks to maintain the existing flow regime. Excess runoff should be conveyed directly to detention basins.

13. Create local drainage districts or other organizations to provide funding for long-term monitoring and maintenance of drainage facilities. Prepare specific schedules of required periodic inspection and repair.

14. A specific water quality element of drainage plans should be required to demonstrate the project design will minimize pollutants in surface runoff. The most important element is a street-cleaning program for both public access roads and parking areas. (Thorough sweeping prior to the first rainstorm is especially important.) Most grading plan elements which reduce erosion (for example, sediment traps, revegetation, regulating construction schedules) also reduce surface runoff pollutants. Pollutant-intensive commercial areas (for example, gas stations, industrial sites) may require oil and grease traps prior to discharge to the storm drain system.

Creek Conservation

1. Preserve the natural creek values, including biotic, aesthetic, and recreational aspects.

2. The creeks and associated riparian corridors should be incorporated as a visual resource in the project design.

3. Those creeks which are currently degraded should be restored and enhanced to increase their intrinsic values.

4. Prevent damage to any facilities adjacent to the creeks from erosion or floods.

5. Prevent off-site erosion or sedimentation problems from Westside creeks. Provide ongoing inspection and maintenance to identify potential creek erosion damage and repair this as needed.

6. Encourage public access to selected creek zones for passive recreation and as an educational resource.

7. Restrict public access to certain creek zones to minimize disturbance of wildlife and to preserve residents' privacy.

8. Require review of all proposed development plans to ensure that any development in the creek corridors is consistent with the applicable elements of this plan.

9. Coordinate any creek modifications with permitting agencies (California Department of Fish & Game and U.S. Army Corps of Engineers should be consulted to determine their regulatory authority.)

10. Provide a 200 foot corridor along creeks, but not necessarily measured from the creek centerline.

11. Minimize the number of required creek road crossings. Road crossings shall be designed to prevent erosion while being visually attractive and minimizing wildlife and vegetation impacts.

12. Maintain and restore riparian vegetation. Replace disturbed areas with native riparian trees and shrubs. Restrict cattle access to the creeks on any open space areas which remain open to animal grazing.

13. Restrict public access to desired areas to minimize wildlife disturbance and access to private yards.

14. Provide guidelines on recommended backyard fencing and landscaping to future residents in the Norris Canyon area.

15. Ensure that the drainage plans for specific projects prevent increased peaks in the creeks, while maintaining existing flow rates to maintain riparian values.

16. In general, bridges are preferred to culverts for major creek crossings to maximize habitat and allow wildlife passage. However, in areas of deep alluvial soil, stabilization may be needed to prevent channel degradation.

17. The design of the detention basins should include landscaping to create visually attractive areas with wildlife values and recreational opportunities.

18. In any location where creeks are graded, specific restoration plans should be provided. These would include reconfiguration, channel design and stabilization, and revegetation and non-local creek enhancements, where necessary.

Implementation

As part of the final design, and to allow for phased construction, the City should require a detailed plan for each project phase, which includes provision for drainage and erosion control. These plans should include the following elements:

Drainage Plan

1. Pre- and post-project flows and volumes for both frequent and extreme storms at key points in the development.

2. The plan should include size, shape, outlet works, revegetation, and long-term maintenance provisions for detention basins. Multiple use of detention basins for recreation and open space as well as wildlife habitat should be encouraged, and the design of the basins should be carefully integrated with the surrounding terrain.

3. The location and size of the culvert system, with energy dissipation structures where the culverts discharge to the creeks.

4. Typical details for creek road crossings, including erosion prevention and revegetation plans.

5. A site grading plan which minimizes paved areas.

6. Plan for management/maintenance of the creek corridors as an integral part of the open space program. This should include grazing controls, provision for creek maintenance, monitoring of creek erosion, access, and treatment of backyards which front on the creek.

Erosion and Sedimentation Plan

1. A construction-phase erosion control plan should be prepared by project applicants which specifies erosion control measures to reduce short-term erosion problems, and reviewed by the Contra Costa County Resource Conservation District. This plan should address:

    a. Location of all areas where vegetation will be removed.

    b. Methods of stabilizing these areas.

    c. Location of areas to be revegetated and types, quantities, and methods of seeding, mutating, planting, fertilizing, and irrigation of planted areas.

    d. Methods to reduce runoff across cut-and-fill slope and other graded areas.

    e. The location and functioning of sediment traps; methods of using the proposed detention basins as sediment traps during construction; provisions for removing sediment following construction, identification of disposal locations, and provisions for long-term maintenance; and location and type of temporary measures such as hay bales, earth berms, sand-bagging, or silt fences should be specified.

f. Schedule for implementation such that all erosion control measures will be installed by October 15 and be maintained through April 15 of each construction year.

2. The plan should identify any locations where specific creek-bank or channel restoration or protection is required. In the San Catanio watershed, approximately one-half mile of creeks will be filled. A comprehensive restoration and erosion control plan, including channel and bank stabilization, replanting, and maintenance will be necessary. In addition, the treatment along Norris Canyon Road, including the creek crossings and banks, should be specified.

CHAPTER 10 | Geologic Safety

Geologic Setting

In the Westside Planning Area, as in most of the Bay Area, earthquake faults and landsliding are significant constraints to development. In addition, as in many areas in the East Bay, expansive soils and bedrock are a significant constraint to development. The active Calaveras fault traverses the San Ramon Valley Boulevard Area, lying parallel to and just west of San Ramon Valley Boulevard. This fault is capable of generating a Maximum Credible Earthquake of 7.25 with accompanying surface ground rupture and violent to very violent ground shaking. The State of California has established an Alquist-Priolo Special Studies Zone along the fault requiring detailed studies of rupture hazards prior to construction of certain types and uses of structures. The inactive Dublin fault is located in the Westside Planning Area but does not traverse the San Ramon Valley Boulevard Area or Norris Canyon Road Area.

Existing conditions includes the Calaveras fault, Dublin fault and other ancient bedrock faults, as well as landslides and areas of soil creep and surface erosion and colluvium filled swales, which are areas of landsliding. Ridges and spur ridges are generally stable. Landslides and related features and areas of potential slope instability will be removed, stabilized or repaired by grading in development areas. Maps describing existing conditions, soils and geologic constraints are included in a previously published report for the Westside on Opportunities and Constraints. However, all development requires a higher level of evaluation of geologic conditions based on site-specific soils and geotechnical investigations. There is no guarantee of the developability of areas as they are shown on the Land Use Map and illustrative plans.(See Figure 10.1.)

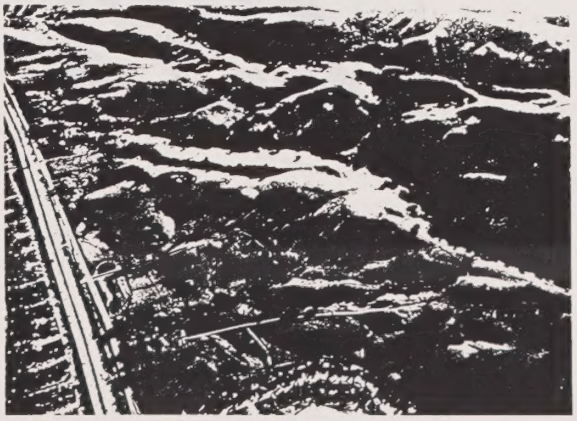
Purpose of Element

The Geologic Safety Element of the Westside San Ramon Specific Plan is intended to provide specific information with respect to the Westside Planning Area "for the protection of the community from unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, and dam failure; slope instability leading to landslides, subsidence and other geological hazards; flooding; hazardous material accidents; and wildland and urban fire," (Government Code, Section 65302{g}).

Policies

1. Conduct detailed geotechnical investigations for proposed developments to identify and mitigate geologic, soils and seismic hazards in order to preserve lives and protect property. Mitigations include siting development away from hazards, designing to protect against the impact of hazards, and removing, stabilizing or repairing such hazards.

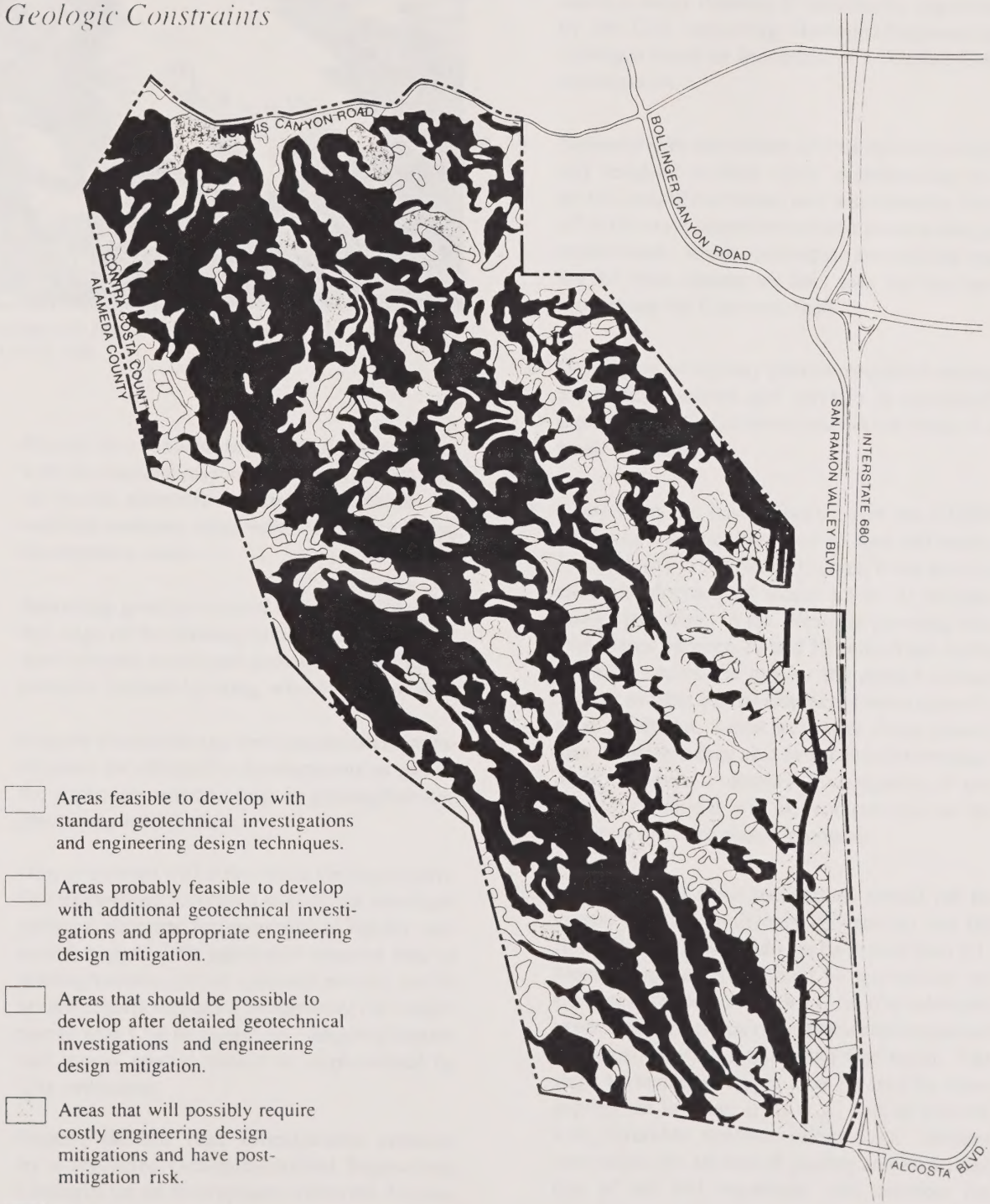
2. Encourage development that is sensitive to geologic conditions.



The Calaveras fault generally follows the San Ramon Valley Boulevard.

FIGURE 10.1

Geologic Constraints



Areas feasible to develop with standard geotechnical investigations and engineering design techniques.

Areas probably feasible to develop with additional geotechnical investigations and appropriate engineering design mitigation.

Areas that should be possible to develop after detailed geotechnical investigations and engineering design mitigation.

Areas that will possibly require costly engineering design mitigations and have post-mitigation risk.

Areas generally infeasible to develop.

State of California Special Studies Zones along the Calaveras fault within which detailed investigations are required for development.

Geologically fragile slopes characterize much of the Westside hills.

3. Require the establishment of organizations vested with the financial responsibility, such as geological hazard abatement districts, to manage and maintain common areas within and surrounding development areas.

4. Encourage geologic input at the earliest (feasibility) stage of the planning process for all specific developments to mitigate geologic conditions and potential hazards by siting whenever possible.

5. Require detailed design-level geotechnical investigations for all specific developments as part of the applicable tentative map or grading/building permit approval process.

6. Hire or contract with a registered Geologist/certified Engineering Geologist to establish minimum geologic elements for geotechnical reports submitted as part of the applicable tentative map or grading/building permit approval process, and to review reports submitted by applicant for conformance with City requirements. Required reports and review process should be implemented by City ordinance.

7. Require detailed fault investigations prepared by a registered Geologist/certified Engineering Geologist for all development within the Alquist-Priolo Special Studies Zone along the Calaveras fault to establish the location and activity of fault traces.

8. Do not locate any residential, commercial or institutional structure closer than 50 feet from a fault trace judged to be capable of ground rupture unless a lesser distance is specifically approved by the City consulting Geologist/Engineering Geologist based on the results of a detailed fault investigation.

9. Surface and/or subsurface utilities should be sited and designed to both safely accommodate expected ground movement and automatically shut off in the event ground movement exceeds design expectations. Roads, open space and parking lots are the most appropriate land uses for development along the Calaveras fault.

10. Develop an emergency plan to reestablish access and critical utilities and services to developed areas west of the Calaveras fault in the event of a major earthquake.

11. Conform to the basic objectives of the RCOD ordinance with modifications on west and south-facing slopes in the Norris Canyon Road Area to allow development of slopes up to 30 percent. Many spur ridges in the Westside planning area with slopes between 20 and 30 percent are stable and have bedrock at or near the ground surface and are suitable for development from a geotechnical standpoint. Local areas with slopes greater than 30 percent may also be suitable for development, however, a detailed investigation of site specific conditions will be required prior to the approval of development proposals.

12. In general, cut slope inclinations should not be greater than 2:1 (horizontal to vertical) and fill slopes inclinations should not be greater than 2:1. Slope design criteria should be appropriate for site specific conditions as determined by a detailed geotechnical investigation performed by a registered Geologist/certified Engineering Geo-logist. Cut slope inclinations steeper than 2:1 may be more appropriate in many areas (e.g., cuts in bedrock with favorable structure orientation). Steeper cuts reduce the amount of grading and associated loss of soil and vegetation, and therefore the visual impact of the cut.

13. An erosion and sedimentation control plan should be developed for the Norris Canyon Road area by a certified Erosion and Sedimentation Control Specialist, and implemented by City ordinance.

CHAPTER 11 Implementation

Purpose of Element

Most of the Westside is currently outside the San Ramon City limits and is not served by City services or water and sewer service districts. Approximately 50 percent of the land is currently designated as agricultural preserve under the Williamson Act. Further, the majority of the lands within the Westside were prezoned for agricultural uses in keeping with County zoning classifications, with residential and neighborhood business uses permitted within the incorporated portion of the site adjacent to San Ramon Valley Boulevard. As a large, predominantly undeveloped land area subject to change, the Westside was one of three areas identified in the City's General Plan as a specific plan area. According to the General Plan, the adoption of a specific plan for the Westside is required prior to consideration of development proposals, and development cannot occur until commitments for the provision of services are made.

California Planning and Zoning law requires that a specific plan contain a program of implementation measures, including regulations, programs, public works projects and financing measures necessary to carry out the plan. The major components of this Implementation Element include regulatory and zoning changes; the addition of new or augmented review and permitting procedures; recommendations for financing mechanisms to fund planned improvements; approaches for ensuring on-going maintenance of specific services and special areas; and strategies which anticipate the possible sequence or phasing of growth. These are discussed in greater detail below.

Regulatory Changes

The Specific Plan serves as a basis for changes to existing zoning to encourage the conservation of grazing lands as open space and to allow the development of a variety of residential densities with support commercial and public and semi-public uses. To carry out the purposes of the Specific Plan, these zoning changes were adopted by Ordinance 172.

Review and Permitting Procedures

The Westside Specific Plan modifies the City's existing review and permitting procedures to allow more formal and step-by-step design review procedures based on development standards and design guidelines contained in the Plan and its companion document. The Plan also provides the basis for tree removal permits and more specific requirements for a Resource Conservation Plan to be submitted with development proposals.

Financing Planned Improvements

The two development areas within the Westside are extremely different in character and therefore demand different financing approaches to fund on-site and off-site improvements. In the Norris Canyon Road area, the costs of development are high, primarily because of the relatively remote and highly constrained nature of the area, and the need to extend utilities, make associated roadway improvements and, most significantly, ready lots for development in difficult terrain. The high costs of development relative to the value of the lots created in the Norris Canyon Road area may prove to be economically realistic over time, but at present, are too high to justify the use of tax-free municipal bonds issued by a public agency. In addition, the planned widening of Norris Canyon Road does not need to precede development of the area. As a result, the Specific Plan requires improvements to be financed by developers, at least initially, as well as through the City's normal development impact fees with a special impact fee for the construction of Norris Canyon Road. Consideration could be given to the

While specific projects may change the landscape, they should apear natural in character upon implementation

use of a financing district and tax-free municipal bonds to acquire public improvements after the initial investment has been made by land developers and after market values in the Norris Canyon Road area have been confirmed through sales of finished lots.

In the San Ramon Valley Boulevard area, the costs of development on a per unit basis are significant but tolerable, and can support public financing. A financing district could be established that assures both the orderly progress of construction and that assures all affected landowners will participate equitably in the in the responsibility to pay for necessary public improvements. It can be anticipated that a financing district will use a combination of financing techniques, including:

- City-wide development impact fees collected throughout San Ramon;
- Development impact fees applicable only to the San Ramon Valley Boulevard area;
- Some form of tax-free municipal bonds that will finance improvements that are required at the outset and that will be repaid over 20-25 years by homeowners and business people in the San Ramon Valley Boulevard area.

Two forms of financing districts that might be applicable could be a Special Assessment District or a Mello-Roos Community Facilities District. The exact form of financing district can be selected at the time the district is formed and can reflect the preferences of landowners in the San Ramon Valley Boulevard area.

The estimated total costs of development are summarized in Table 11.1 and expressed as costs per dwelling unit.

It should be noted that the table includes all currently existing development fees applicable in San Ramon, however existing fees, applicable citywide, are subject to increase. For instance, it is assumed that the major improvement at the I-680/Alcosta Boulevard interchange may be funded in part from the citywide roadway impact fee and that citywide fees will increase in part to fund this additional improvement.

Development Impact Fees

Development to the Westside is subject to all of the charges and development impact fees normally levied by the City of San Ramon, the utility districts, the Dougherty Fire Protection Authority, and the School District. As noted above, citywide fees are subject to increase. The plan cost recovery fee described immediately below and the special financing arrangements for the Norris Canyon Road and San Ramon Valley Boulevard areas are in addition to the existing fees.

A fee of $ 271 per dwelling unit and $ 0.27 per building square foot for commercial space should be levied to recover the cost of the Specific Plan and environmental documents. This fee should be subject to an eight percent per year (with 1989 as base year) increase to reflect the time value of the money initially advanced by the City of San Ramon to complete planning for the Westside. The fee amount is subject to revision once a final determination has been made as to the number of dwelling units and the amount of commercial square feet in the San Ramon Westside.

Monitoring and Maintenance

Ongoing City Services

If necessary, an ongoing special tax, as authorized under the Mello-Roos Community Facilities District Act and approved by landowners in the affected planning area, should be levied to redress any fiscal imbalance that may result from changes in the assessment of unit costs for services or reductions in the overall development program. A revised fiscal analysis shall be prepared based upon the adopted Specific Plan and on estimates of cost of services, and if the analysis indicates a fiscal imbalance would be produced in either of the two development areas, then an additional condition of development approval would be imposed. This tax

TABLE 11.1

Development Costs

	Norris Canyon Area		San Ramon Valley Boulevard Area			
On-Site Construction Costs			**Residential**	**Retail**	**Subtotal**	
Grading	$ 5,574,000		$ 3,201,000	$ 99,000		
Street Work	8,525,000		7,614,500	235,500		
Misc. On-Site Costs	1,230,000		1,247,500	1,320,000		
Contigency						
Construc. Costs	3,831,000		3,015,875	413,625		
SubTotal	$ 19,160,000	50.6%	$ 15,078,875	$ 2,068,125	$ 17,147,000	43.8%
Off-Site Sewer, Water & Electrical Costs	$ 2,940,000	7.8%				
Charges for Public Services Capacity						
Sewer	$ 1,315,800		$ 2,551,192	$ 78,903		
Water	3,223,600		5,451,400	168,600		
Transportation:						
Norris Canyon Rd.	4,100,000					
San Ramon Valley Blvd.			3,172,500	1,527,500		
Other	945,000		1,193,728	455,400		
Drainage	808,914		786,758	24,333		
Parks	775,800		1,422,300			
Schools	1,687,500		1,856,250			
Child Care	$94,500		173,250	3,689		
Subtotal	$ 12,951,114	34.2%	$ 16,607,378	$ 2,258,425	$ 18,865,803	48.2%
Processing/Plan Check Fees	$ 1,753,114	4.6%	$ 1,504,126	$ 46,519	$ 1,550,645	4.0%
Consultant Fees	$ 1,091,250	2.9%	$ 1,536,480	$ 47,520	$ 1,584,000	4.0%
TOTAL	**$ 37,896,344**	**100.0%**	**$ 34,726,859**	**$ 4,420,589**	**$ 39,147,448**	100.0%
Dwelling Units	450		825			
Retail Building, Sq. Ft.				110,000		
Cost/Dwelling Unit	$ 84,214		$ 42,093			
Cost/Building, Sq. Ft.			40			

Notes

1. Amounts are in January 1, 1989 dollars.
2. The costs shown in the above table are based on planning-level estimates. They are not based on detailed engineering studies.
3. The cost figure for Agency fees includes the present Citywide traffic impact fee. This Citywide fee may have to be increased to pay for the City's share of improvements to San Ramon Valley Boulevard or to the Alcosta Boulevard/I-680 Interchange.
4. The total cost of San Ramon Valley Boulevard improvements (without additional right-of-way and median improvements) is approximately $9 million. About $4.7 million (52% of traffic growth) can be attributed to Westside growth based on projected average daily traffic volumes.
5. The approximate estimated cost for Norris Canyon Road improvements, without additional right-of-way for widening, is $6.5 million. About $4.1 million of these costs (63%) could be attributable to Westside development, based on projected average daily traffic.
6. No particular method of fee calculation is endorsed by the Specific Plan, nor are the engineering cost estimates in the Plan sufficiently detailed to be used directly for the purpose of developing fees. The actual costs will also be dependent on the San Ramon Valley Boulevard Plan Line Study.

would be designated for police services and would be used to augment property tax, sales tax and other revenues generated by land uses in the Westside. An annual update of the fiscal analysis would be prepared to determine the amount that would produce a fiscal balance; the tax rate would be set annually by the San Ramon City Council.

Homeowners Associations

In most circumstances, a homeowners association can be a highly motivated and effective device for assuring maintenance of common open space areas within residential communities. It is assumed that the Declaration of Covenants, Conditions and Restrictions (CC&Rs) of the Homeowners Association will establish a "right to ranch" on the adjacent open spaces used for grazing which will prevent the possibility of future homeowners requesting nuisance abatement proceedings because there is cattle grazing adjacent to residential property. It is also assumed that the CC&Rs will set forth specific requirements aimed at resolving potential conflicts that may arise where residential communities adjoin a working landscape.

Landscape and Lighting

A Landscape and Lighting Maintenance District should be established if a homeowners association is not used or is not effective in assuring the maintenance of common areas, and a benefit assessment sufficient in amount to assure maintenance of the open space and common areas should be levied. If the homeowners association performs as anticipated, then the powers of this Maintenance District would remain latent. If difficulties are encountered, then the San Ramon City Council could cause the Maintenance District to begin functioning.

The Plan provides for a resource conservation plan to be submitted with development proposals.

Development Phasing

The phasing of development in the Westside is an assumption, but it is not a recommendation or a requirement. Market forces and landowner intentions may result in a different phasing. If a property owner of an area both outside the City and outside service district boundaries wishes to develop, and if the owner can meet conditions of approval relating to having necessary roadway improvements constructed in advance of development, then there is no policy reason within the Specific Plan to prevent such a landowner from making necessary applications. Figure 11.1 shows the sequence in which the Westside could be expected to, but may not necessarily, develop:

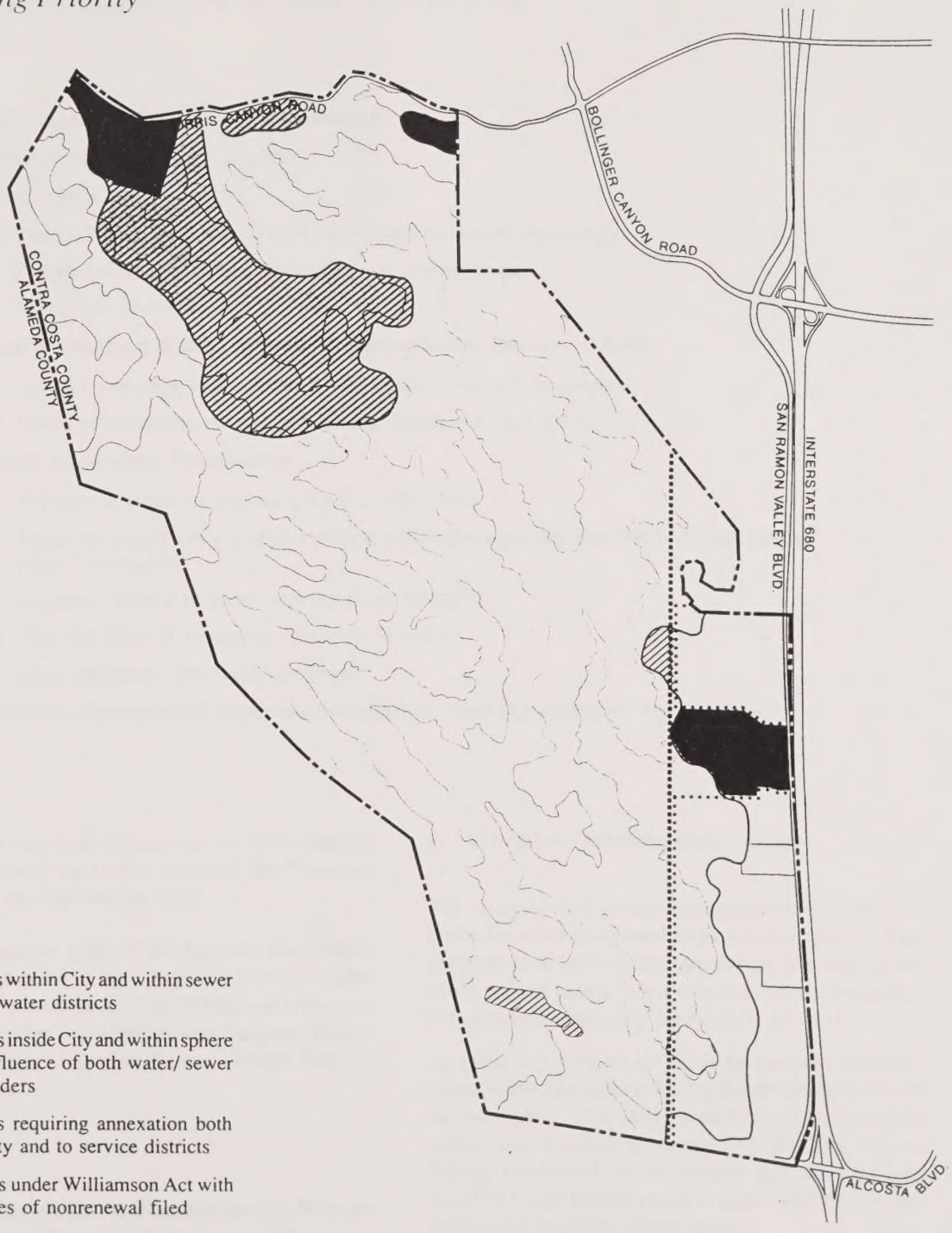
- Lands within the City with full access to sewer and water services could be expected to develop first.
- Lands within the City and within the Sphere of Influence of a sewer of water provider could be expected to develop second.
- Lands requiring annexation to both the City and service districts could be expected to develop third.
- Lands under existing Williamson Act contracts could be expected to develop last.

Several properties within the Westside, totaling more than 1,600 acres, are designated in the Contra Costa County General Plan as agricultural preserve. Under the Williamson Act, the owners of these lands agreed to withdraw them from development for a minimum of ten years. In exchange, their landholdings are taxed as agricultural lands, rather than at their present market value. This agreement with the County must be renewed every year; once a landowner serves notice that he will not renew the agreement, a ten-year moratorium on development is initiated.

Since the market value of the land in the Westside has become so high (approximately 100 times greater than for agricultural use, according to the San Ramon General Plan), it is no longer advantageous for property owners to participate in the Williamson Act agreement. As a consequence, the largest landowners in the

FIGURE 11.1

Phasing Priority



Areas within City and within sewer and water districts

Lands inside City and within sphere of influence of both water/ sewer providers

Lands requiring annexation both to City and to service districts

Lands under Williamson Act with notices of nonrenewal filed

Lands under Williamson Act within development subareas

Note: Notices of non-renewal have been filed on the Wiedmann property, which will expire in 1995, and on a portion of the Freitas property (91 acres) which will expire in 1998.

TABLE 11.2

Steps in Implementing the Westside Specific Plan

1. **Adopt Specific Plan and Zoning Changes**
2. **Complete Detailed Road Studies**
   - 2.1 Complete plan line studies
   - 2.2 Prepare Project Study Report (PSR) for Alcosta Boulevard Interchange
   - 2.3 Prepare refined road plans specifications and cost estimates
   - 2.4 Recalculate development impact fees
3. **Form a Financing District for the San Ramon Valley Boulevard Area**
   - 3.1 Conduct workshops with affected service providers and with landowners
   - 3.2 Define governmental structure of financing district and form of financing
4. **Initiate Annexation Proceedings**
   - 4.1 Negotiate schedule for processing LAFCo applications
   - 4.2 Secure for Contra Costa LAFCo exclusive jurisdiction regarding East Bay Municipal Utility District annexations
   - 4.3 Negotiate "Willing to Serve" agreement with EBMUD
   - 4.4 Negotiate terms of annexation with sewer agencies
   - 4.5 Begin processing annexation agreements
5. **Negotiate Development Agreements/Pre-Annexation Development Agreements**

area served a notice of nonrenewal in 1985, making 1,021 acres which lie in the center of the Westside available for development in 1995.

Consistent with the goals of the Specific Plan, either Contra Costa County or the City of San Ramon may be petitioned for cancellation of the Williamson Act contract. Cancellation is consistent with the goals, objectives and policies of the San Ramon General Plan.

Next Steps

The steps to implement the Westside Specific Plan are listed in Table 11.2 and are summarized below:

1. Adopt Specific Plan and Zoning Changes

In order to give regulatory effect to the Westside Specific Plan, the planning area has been rezoned consistent with the land use policies contained herein.

2. Complete Detailed Road Studies

The analysis of roadway improvements and the cost estimates were completed as part of the Specific Plan program at a preliminary pre-design planning level. More refined analysis and cost estimates are required before a final financing plan can be adopted.

As a first step, a Plan Line Study for roadway improvements in the San Ramon Valley Boulevard area should be completed. This study should consider both horizontal and vertical alignments of the San Ramon Valley Boulevard improvements and the proposed Road "A", and should result in more detailed cost estimates for required improvements.

Prior to the implementation of Alcosta interchange improvements, the City will undertake a Project Study Report (PSR) with the California Department of Transportation (Caltrans) which defines the alternatives to be considered in the environmental review process. Once a final design has been selected, it is assumed

More detailed plans for drainage, habitat enhancement, and erosion control are required before project approval.

that it would be at least three years from the initiation of the PSR process before interchange improvements are built. Development applications for adjacent parcels could proceed if sufficient setbacks were made to allow for a variety of different possible interchange configurations. As a first step, an advance of funds to pay for the PSR should be made by landowners who particularly benefit from the Interstate 680/Alcosta Boulevard improvement project. The landowner advance would be subject to repayment from the permanent sources of financing for this roadway project.

3. *Form a Financing District for the San Ramon Valley Boulevard Area*

A workshop should be held with all of the public agencies who will provide public services to the San Ramon Valley Boulevard area and with landowners in the area and developers who have an interest in the area. The purpose of this workshop is to begin the process of forming a financing district to assure a coordinated process of financing and constructing the roadway improvements and sewer and water extensions that are necessary, before development can begin.

It is assumed that tax-free municipal bonds (e.g., Special Assessment Bonds or Mello-Roos Community Facilities District Bonds) will be used to finance certain improvements to San Ramon Valley Boulevard. The proceeds of a bond issue could be used to finance other off-site and on-site improvements, depending on landowner/developer preferences, provided that the total size of the bond issue meets the test of financial prudence that was described previously.

4. *Initiate Annexation Proceedings*

Much of the Westside is outside existing City limits, but within San Ramon's Sphere of Influence. To facilitate implementation of the Westside Specific Plan, the City of San Ramon intends to work closely with LAFCo in processing applications.

The phasing of requests for annexation to the City of San Ramon will be guided by landowner intentions and market forces. A phasing plan is not part of the Specific Plan. Nonetheless, the phasing implied in Figure 11.1 is useful as a guide in beginning discussion with LAFCo.

A model for City/LAFCo discussions might be the process that was used to annex Canyon Lakes. Annexations occurred over time, as each development phase in Canyon Lakes was ready for annexation to the City of San Ramon. The initial phases received more in-depth scrutiny from LAFCo staff and Commissioners, who used these early phases to establish policy and direction for subsequent annexations; the processing of later annexation phases was thus more efficient.

Negotiations with the East Bay Municipal Utility District (EBMUD) to establish a plan for delivery of water should be undertaken. Discussions should also be held with both the Contra Costa LAFCo, and the Alameda LAFCo to arrange for a transfer of exclusive jurisdiction to the Contra Costa LAFCo regarding annexations to EBMUD within San Ramon's Sphere of Influence.

Specific grading plans are required to ensure safety and visual quality.

5. *Negotiate Development Agreements*

Development Agreements with individual landowners can be an important tool in implementing the Specific Plan. A Development Agreement can also be extremely useful in assuring advantageous terms of financing for a bond issue that may be used to finance improvements in the San Ramon Valley Boulevard area. Insofar as a Development Agreement provides additional assurances that development will take place as specified in the Specific Plan, bond holders' uncertainty about future changes in land use entitlements are eased. This can lead to more favorable terms of financing. The City will negotiate with landowners and/or property developers the terms of Pre-annexation Development Agreements for lands now outside the City limits and Development Agreements for lands within the City.

CHAPTER 12 | *Consistency with Existing City Policies*

Relationship to the General Plan

The Westside Specific Plan is generally consistent with and implements the intent of the San Ramon General Plan adopted in 1986. The following discussion outlines the major General Plan policies applicable to the Westside and shows the relationship of the Specific Plan to them. The other elements of the Specific Plan demonstrate this consistency relationship in greater detail.

Preservation of Open Space

One of the guiding policies of the City of San Ramon is that the open space character of the Westside be preserved. In support of this goal, the General Plan does not provide for any office development in the Westside, and allows approximately 110,000 square feet of retail development to be located along San Ramon Valley Boulevard. The majority of the Westside landscape will be preserved for agricultural and open space uses.

The development concept presented in the Land Use Element of the Westside Specific Plan implements this policy by limiting development areas to approximately 500 acres of the total approximate 33,000 acres included in the Westside. Development has also been confined within two basic areas - one tributary to Norris Canyon Road and the other tributary to San Ramon Valley Boulevard. These are somewhat smaller than the development area shown in the General Plan, which extends to the west of the first ridge into portions of Oak Creek Valley and Big Canyon. In addition, the cross valley collector, as shown in the General Plan, has been omitted in the Specific Plan (see Figure 12.1).

Distribution of Land Uses

The General Plan designates developed portions of the Westside predominantly for residential use, with support community facilities and a retail shopping center. These same uses are accommodated within the Westside Specific Plan; however, there are approximately 1,460 fewer dwelling units. In the Norris Canyon Road area, densities are generally lower than those allowed in the General Plan. Specific Plan densities for housing along Norris Canyon Road are within the range provided in the General Plan, allowing 15,000 and 20,000 square foot lots with potential clustering of 7,000 square foot lots, the exception being that densities are higher immediately adjacent to Norris Canyon Road, allowing 15,000 square foot lots behind a 100-foot setback from the road instead of 5-acre minimum ranchettes. In the San Ramon Valley Boulevard area, densities range from 4.5 to 14 dwelling units per net acre. The General Plan designates a range of densities from 6 to 14 dwelling units per net acre. Senior housing is designated at the First Baptist Church site at approximately 22 dwelling units per acre. Consistent with the General Plan, senior housing density bonuses may be applied which would allow the density of the senior units to potentially double.

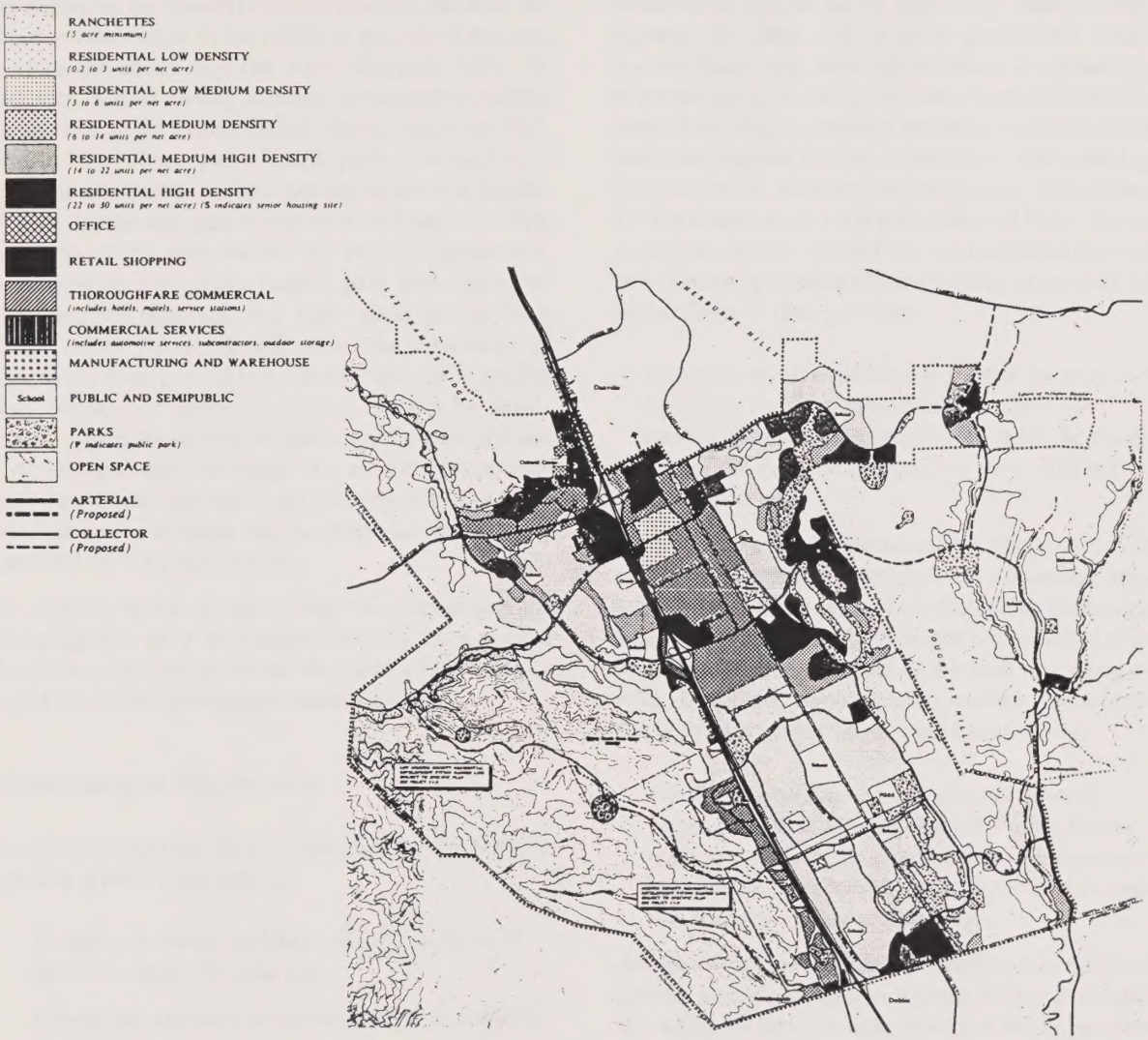
The San Ramon General Plan further designates two church sites and one school site within the San Ramon Valley Boulevard area which are not specifically shown on the Land Use Plan Map (refer to Figure 4.1). Instead, the Specific Plan advances the concept of an overlay district, allowing a wide range of institutional uses on a conditional use basis anywhere within the identified developable areas of the San Ramon Valley Boulevard area. These uses include churches, cemeteries, educational and health care facilities. The school site designated in the General Plan map has not been specifically shown in the Specific Plan, because it is not required by the School District.

Cross Valley Collector

The General Plan indicates a cross valley collector road connecting development areas along Norris Canyon Road with Pine Valley Road and traversing Bishop Ranch Open Space. This link has been deleted from the Specific Plan because it is not needed for transportation purposes. Furthermore, it could not be aligned as shown in the General Plan because of

FIGURE 12.1

San Ramon General Plan



restrictions placed on road development by the East Bay Regional Park District. Additionally, private property owners to the south of Bishop Ranch Open Space have expressed objections to the possibility of a roadway connection across their land.

Number and Location of Parks

Based on the General Plan assumption of 2,750 dwelling units, a total of 47 acres of park land would be required in the Westside, or 25 acres in community parks and 22 acres in neighborhood parks. The established standard, as stated in the General Plan, is 4.5 acres per 1,000 residents for neighborhood parks, and 2 acres of community park for every 1,000 residents. Four parks are shown on the General Plan map - one located in the Norris Canyon Road area; two in the San Ramon Valley Boulevard area; and a large facility adjacent to Bishop Ranch Open Space, along the cross valley collector.

The Westside Specific Plan provides for six parks, totaling approximately 36 acres, which is more than what the City's per capita calculations require. These facilities are located in places where they can best serve future development. Two neighborhood parks are located in the Norris Canyon Road area - one

adjacent to the main entry road, and another more centrally located within the larger development area. Four parks are shown in the San Ramon Valley Boulevard area, two of which are located in similar locations as shown in the General Plan (in conjunction with the Harlan Homestead in the northern portion of the site, and to the south near the retail shopping site). In addition, a third facility is shown in the central portion of the site, in the Pacific Gas & Electric easement near Pine Valley Road, and a fourth park is located on a plateau area in the southern portion of the San Ramon Valley Boulevard area, to the west of Road "A". The addition of the park within the PG&E right-of-way will provide a centrally located park that will serve neighboring residents and have good access from Pine Valley Road. It will also take advantage of relatively level ground that can be more easily graded but, because of utility restrictions, cannot be developed. A park located on the plateau to the west of Road "A" will also take advantage of a unique site opportunity to provide ballfields and playgrounds on a large flat area in a location that is otherwise highly constrained by hilly topography.

In addition to the six parks, the Plan encourages the development of a community facility in a remote location in the interior of the Westside which could be used as a rustic conference center or camp.

Other General Plan Policies

In addition, the General Plan specifies that the Specific Plan at a minimum provide:

> *Grading to create building sites of less than 20 percent slope provided that;*
>
> *Creeks are retained or reconstructed as natural-appearing waterways;*
>
> *Wooded slopes visible from San Ramon Valley Boulevard are retained;*
>
> *All graded land forms are natural appearing;*
>
> *All cleared woodland is replaced at a 1.5 to 1 ratio.*

The Specific Plan allows development in areas that are greater than 20 percent slope where extremely steep conditions exist (primarily in the Norris Canyon Road area). Responding to the directive of the General Plan, the Specific Plan addresses development possibilities in more detail, and sets forth explicit guidelines under which this deviation from the General Plan may be permitted. It is anticipated that one or more creeks may need to be regraded as a part of development; however, as described in the accompanying guidelines, these will be reconfigured to appear as natural as possible, as set forth in the General Plan. Consistent with the General Plan, 3:1 maximum slope would be observed except on uphill cuts along roads for daylighting the grade and in steep portions of Norris Canyon Road area, where a maximum 2:1 slope may be permitted, upon design review. Approximately six acres of woodland would be removed on slopes visible from San Ramon Valley, as shown in the Land Use Map; however, these would be replaced with at least a 1.5 to 1 ratio, as set forth in the General Plan. Design guidelines set forth in the Plan call for graded forms to be as natural appearing as possible, consistent with the above General Plan policies.

> *Decrease residential density from at or near the top of the medium-density range along San Ramon Valley Boulevard to at or near the lower end of the range in the western portion of the developed area.*

This policy is implemented in the Specific Plan by encouraging larger lot single-family detached housing generally to the west of the Calaveras fault, while smaller lot single-family detached and attached housing is permitted to the east of the fault and along the road. This development pattern creates a better transition to agricultural open spaces to the west.

> *Provide a generous open space corridor of varying width along San Ramon Valley Boulevard to maintain the visual distinction between Dublin and San Ramon urban areas and to avoid the need for visible soundwalls.*

An open space corridor is implemented by a minimum 20-foot setback along San Ramon Valley Boulevard, averaging 30 feet in width, as well as by the proposed 40-foot median in the street, providing for a more gracious transition from the freeway to the western hillsides, and allowing greater flexibility for incorporating positive noise mitigations.

> *Require contributions and/or dedication from developers for provision of community facilities and services.*
>
> *Required contributions and/or dedications are set forth in the Implementation Element.*
>
> *Infrastructure necessary to support the area, and also benefit the entire city.*

The Plan specifies improvements to transportation facilities (including the widening of San Ramon Valley

Boulevard and improvements to the Alcosta interchange), drainage facilities (such as improvements to existing culverts), and sewer and water extensions which support the Westside, but also benefit the entire City.

Provide exact residential unit counts.

Residential counts are provided in the Plan by subarea (see Table 4.1).

Designate areas for public and quasi-public uses, such as churches, private recreational facilities, and corporation yards.

Specific areas have been designated in the San Ramon Valley Boulevard area for public and quasi-public uses and, additionally, institutional uses such as cemeteries, medical facilities, schools and churches are also permitted as conditional uses in this area.

Geometrics and alignment of new roadways.

All new roadways are specified on the Land Use Map and illustrative plans and described in the Transportation and Community Design Elements.

Adjacent to San Ramon Valley Boulevard, development shall be punctuated with open spaces and include attractive and differing architectural styles.

Design guidelines, as set forth in the Community Design Element and the Appendix, call for the maintenance of natural open spaces and parks in an intermittent pattern along San Ramon Valley Boulevard, as well as variety and high quality in building design.

Consideration of the appropriateness of developing local-serving retail in the area.

The Westside Specific Plan provides for a retail shopping center located adjacent to Alcosta Boulevard and with access to the improved interchange.

Resource Conservation Overlay District

The Westside Specific Plan is consistent with the specific purposes set forth in the Resource Conservation Overlay District (RCOD), which was adopted by Ordinance 129 in May 1988, and is intended to protect the scenic quality and natural resources of San Ramon's hillsides, ridges and creeks. However, another function of the Specific Plan is to test adopted policies against information and findings made at increasingly specific levels of detail appropriate to a specific planning process. Development in the San Ramon Valley area and certain east and north-facing slopes of the Norris Canyon Road area is to strictly adhere to the RCOD; however, greater flexibility is provided in most of the Norris Canyon Road area, where there is variance with a number of RCOD regulations.

Under the Specific Plan, large portions of the Norris Canyon Road area could be developed in areas defined as "undevelopable" under the RCOD, in particular, on slopes over 20 percent and within ridge setback areas (primarily the cross valley ridge). It is also assumed that some riparian corridors may be regraded and reconfigured in this area but that, after regrading occurs, a 200-foot buffer along all creeks would be maintained and riparian vegetation reestablished. These exceptions to the RCOD would be permitted in order to create better access, linkages and relationships to and between parcels; for flexibility in more creative grading and to create better transitions to the surrounding landscape; for purposes of slope stabilization and repair; and to protect viewsheds from San Ramon Valley. Certain design guidelines for the development of hillside areas, as described in the Community Design Element of the Westside Specific Plan and its companion document, would further require exceptions to the RCOD development standards. In particular, to minimize the need for grading and to encourage more attractive site design solutions, maximum street grades would be 20 percent, in contrast to the 15 percent called for in the RCOD; front yard setbacks may be reduced from 20 feet under certain conditions to allow for garages and more attractive entries to buildings; and a more standard 35-foot height structure may be accommodated in most areas, however, with greater emphasis in the guidelines for the height and massing of buildings in particular areas and from different views.

The Community Design Element and the Appendix further set forth additional guidelines and standards that are intended to implement and provide a greater level of specificity and detail in grading, site layout, building design, and street character.

APPENDIX

Westside Design Guidelines

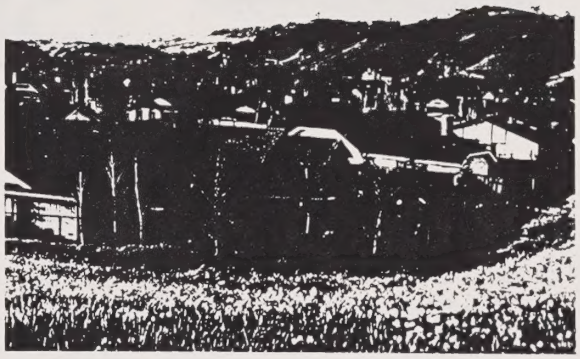
The following guidelines for development in the Westside area are a reflection of the Plan's objectives and policies and are to be used as a more specific basis for evaluating the design of projects. The special character of the hill landscape and its role in giving structure and identity to the City make the modeling of landforms, the alignment of roads, layout of individual parcels, and the design of specific buildings of particular importance to the successful implementation of the Specific Plan.

Grading

1. Contour grading techniques should be used to provide a variety of both slope percentage and slope direction in a three-dimensional undulating pattern similar to existing adjacent natural terrain. The lines established by the toe and top of the graded slope should undulate in this fashion. Contour grading should undulate so that in no case shall a straight flat, cut or filled slope greater than 30 feet in height or 200 feet in length be created. Rock outcrops should be retained to break up flat graded planes.

2. A 3:1 maximum slope should be observed, except on uphill cuts along roads for daylighting the grade and in steep portions of Norris Canyon Road area, where a maximum 2:1 slope may be permitted, upon design review.

Wide-step terracing of slopes is discouraged.



Contour grading is encouraged.

3. Incremental terracing as opposed to large-scale wide step terracing for building pads should be encouraged.

4. Flat, graded areas for both building and yards should not exceed the following percentages:

   7,000 s.f. lot: 75 percent graded pad area of total lot (or 5,250 s.f. for both the house and flat yard areas)

   10,000 s.f. lot: 65 percent graded pad area of total lot (or 6,500 s.f. for both the house and flat yard areas)

   15,000 s.f. lot: 50 percent graded pad area of total lot (or 7,500 s.f. for both the house and flat yard areas)

   Graded pad percentages should apply only to parcels where the natural slope averages over five percent. In the areas designated for light grading, stepped form buildings would be required with a minimal graded area. Graded pad

restrictions may be relaxed if yard areas are terraced in the direction of the slope of the hill and upon design review.

5. The volume of earth moved for cuts and fills should be minimized, and balanced against visibility considerations. The volume and extent of grading will be governed by the Specific Plan.

6. Split pads and stepped form buildings should be used to minimize the need for grading.

7. Site drainage should be accommodated with swales and catch basins rather than V-ditches and benches.

Buildings should be integrated with topography.

Detention ponds can serve as amenities for development.

8. Hillside drainage should, to the maximum extent feasible, maintain all natural drainage patterns and courses. Roofwater collection and drainage-dispersal systems should be provided for all dwelling units that do not drain directly onto a paved surface.

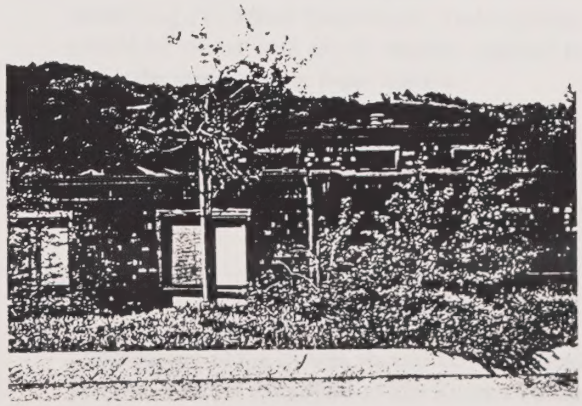
9. Impervious areas should be minimized to the extent possible.

Building Design

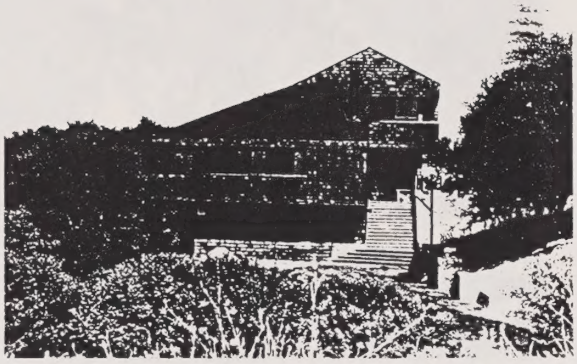
1. Scale and Intensity: Buildings should be carefully reviewed to ensure that they are well-scaled to the size of the lot.

2. Height: Building heights should respond to uphill and downhill conditions along the street. An attractive composition of one and two story buildings should be created and the proper mix of one and two story buildings be determined upon a review of streetscape elevations and localized topographic conditions. As a general guideline, two story buildings should not predominate along a given street (or add up to more than 50 percent of the buildings on a block). However, on downhill lots, a more stringent guideline minimizing even further the number of two-story buildings should be considered, whereas on uphill lots, greater flexibility may be allowed.

3. Form: Buildings should reflect the surrounding topographic character and generally step with the form of the hill, with minimum five foot stepbacks between floors. Second floor area should be limited to 70 percent of the ground floor.



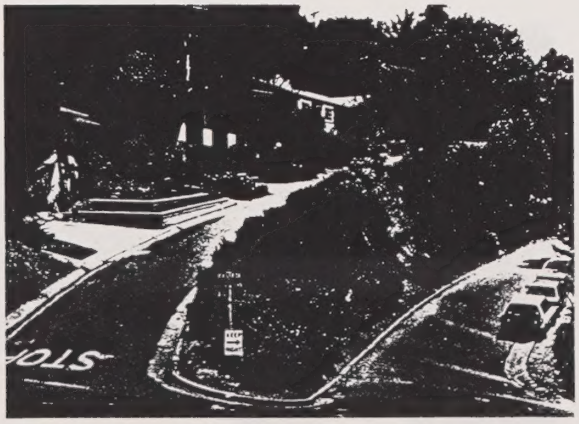
The height of buildings should respond to uphill and downhill conditions.



Building forms which evoke the tradition of rural development are encouraged.

4. Architectural Character: Diversity in building design should be encouraged with a variety of building plans and elevations used to avoid the appearance of a monotonous "tract". Architectural style should draw upon the simple forms and positive relationship between indoor and outdoor spaces found in traditional ranch and rural buildings. Furthermore, building design should be sympathetic in color, form and style with the surrounding landscape and earthtone colors emphasized.

5. Garages: Three-car garages, which should be the maximum allowed for any size lot, require individualized entries, or a five foot stepback between the second and third garage.



Split level roadways in steep areas will help to minimize grading.

Streets

1. Major entries should be emphasized through appropriate treatments, such as landscaped medians or corner plantings, consistent with the San Ramon Streetscape Beautification Guidelines.

2. Hillside streets should be as narrow as possible and the roadway itself should slope with the terrain.

A rural, well landscaped appearance along streets is emphasized.

3. A rural appearance on hillside streets should be established by minimizing curbs and street lighting, and by encouraging a pattern of street tree planting that is related more closely to the character of adjacent plant communities than to the geometry of streets. Where possible on streets and driveways, paved surfaces should be minimized (e.g., to wheel dimension). Parking lanes should be paved with an all-weather material to make the street appear more narrow.

4. "Notched" or "gunsight" road cuts should be avoided.

Landscape

1. Landscaping along streets should be varied and random, with the exception of San Ramon Valley Boulevard, in order to fit more closely with the natural planting of the hillsides.

Planting in residential areas should transition to the surrounding natural landscape.

2. A landscape buffer should be incorporated along the freeway to screen it from the Westside.

3. Fire-resistive and drought tolerant landscape materials should be used, and uniform plantings of bays and eucalyptus prohibited.

4. Special landscape treatments should be incorporated at major entries.

5. Planting around homes (outside the building envelope area) will help transition to the larger natural landscape, with the use of drought-tolerant, fire resistant and indigenous landscape materials.

6. Planting on ridges should generally be avoided, with the possible exception of the cross-valley ridge, where planting may help visually transition graded areas.

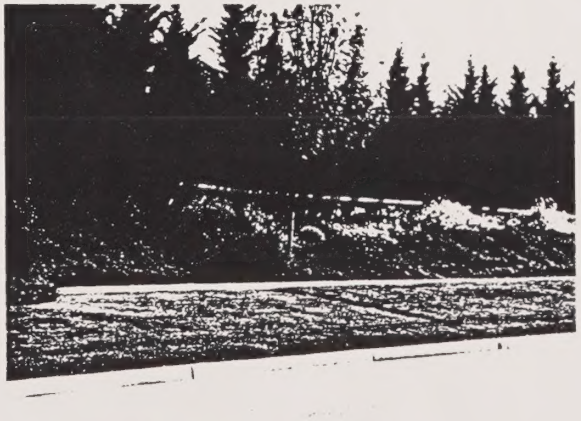
Drought-tolerant and indigenous landscape materials are encouraged.

7. Cut slopes should be hydro-seeded with a mixture of hardy grasses and native wildflowers, and on regraded slopes of 3:1 and less, tree planting should be encouraged to match the pattern and color of the surrounding landscape. In general, more rounded tree forms (emulating the indigenous oaks) should be favored over vertical or columnar forms.

Walls

1. A maximum three foot wall may be allowed in yard areas to take up the grade. The height of the wall may be exceeded, if it is part of a foundation wall.

2. The appearance of sound walls shall be minimized wherever possible, and approaches which utilize berms at a maximum 3:1 slope and landscaping with noise mitigations encouraged. Long uninterrupted walls shall be avoided to the greatest extent possible, and breaks encouraged incorporating gates, openings and accessways for a more welcoming appearance. A common treatment of all walls along San Ramon Valley Boulevard must be used upon design review.



Walls should be landscaped and stone-faced.

3. Retaining walls along streets and graded areas shall be no more than five feet in height without a minimum stepback of three feet, which will provide a pocket for planting.

4. All walls are to be stone faced where visible from streets and public areas.

Fences

1. A maximum fence height of six feet should be maintained.

2. Fences along property lines should be transparent and open, and their visibility from streets and other public areas minimized to the greatest extent possible.

3. All fences should be sited to blend with the existing landscape and work with existing grades.

4. A common fencing treatment shall be established and approved as part of the design review process.

Visible fence lines in hillside areas are discouraged.

Fences can be transparent and recall a rural character.

"No house should ever be on *any hill or on anything. It should be* of *the hill, belonging to it, so hill and house could live together each the happier for the other."*

Frank Lloyd Wright

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